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new members, viz: Messrs. Brown, Baltzer, Hotchkiss, Hart, Iselin, Parker and Robinson. The seven retiring members, whom the above gentlemen succeed, are: John A. Dix, John J. Cisco, John V. L. Pruy, A. S. Diven, J. Talbot Olyphant, Charles Day and Wm. R. Travers.

Peninsular Railroad of Michigan.

A meeting of the stockholders of this company will be held at Battle Creek, Mich., on the 30th inst., for the purpose of considering and deciding upon an agreement made by their Directors with the Directors of the Port Huron and Lake Michigan company for the consolidation of the two companies. To connect their two roads it will be necessary to construct a line from Lansing, Mich., east by north about fifty miles to Flint. With this and with the extension of the Peninsular in Indiana to Valparaiso, where it is to connect with the Pittsburgh, Fort Wayne and Chicago, and with running rights over that road into Chicago, which we believe have been agreed upon, the consolidated company would be able to run trains through between Chicago and Port Huron by a short route, and at the latter place make connection with the Grand Trunk and Great Western of Canada.

TO INVESTORS.
The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent, on further issues of its bonds, THE LIMITED REMAINDER OF THE 7-3-10 LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to reinvest July interest and dividends.

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged \$5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending June 28, at 464,219 tons, and for the coal year 8,700,099 tons, against 8,582,952 tons to corresponding time last year, being an increase of 117,147 tons. The bituminous tonnage for the week is 59,540 tons, and for the year 1,117,150 tons, giving a total of all kinds for the week of 523,759 tons, and for the year of 10,817,249 tons, against 9,558,617 to same time last year, being an increase of 258,632 tons.

The directors of the North and South New Jersey Railroad, recently elected, are: Samuel H. Robbins, of Allentown; Joseph D. Panconet and Joseph R. Lippincott, of Salem; Randall E. Morgan, of Camden; Edwin A. Ford, of Bordentown; A. G. Ritchie, of Trenton; Edward Howe, of Princeton; William Bell, of Perth Amboy; and Benjamin F. Smith, of New York. This enterprise traverses the State in a new direction, and affords an accommodation much needed. Its path lies across that of nearly every railroad in the State and thus will draw upon them all for its travel and traffic, while its terminal connections will give it a business of great magnitude.

Three dividend-paying railroads in Georgia have united in the issue of two million dollars of bonds to be a joint first lien on these corporations. The bonds will bear 7 per cent, payable at New York, and be due in 1893. The companies are the Central Railroad and Banking Co., the Macon and Western, and the Southwestern.

On the 2d inst. a master's sale in chancery of the Vineland Railway took place in Vineland, N. J. Jay Gould bid \$10,000, and there being no other bidders the road was knocked down to him. This sale wipes out all the stock and floating debt.

American Railroad Journal.

New York, Saturday, July 12, 1873.

Chesapeake and Ohio Railroad.

The completion of the Lewis Tunnel on the Chesapeake and Ohio Railroad (4,000 feet long, and which has cost upwards of a million dollars,) closes the last of the heavy rock excavations on that great line. Passenger trains commenced running through it on the 5th instant. The express trains now on the road are said to be running loaded with passengers. New equipment is continually being received to accommodate the freight, which is pressing on the line beyond their present supply of motive power and rolling stock. The coal, iron and timber traffic, in particular, promises to assume important dimensions in the way of coal freights, and of through freights there is little doubt this line will have all it can take or handle conveniently.

At the annual election for directors of the Erie Railway Company, held on the 8th inst., the following gentlemen were chosen: Samuel L. M. Barlow, Adrian Iselin, John Taylor Johnston, W. Butler Duncan, Edwin D. Morgan, Hermann R. Baltzer, George H. Brown, Samuel D. Babcock, Giles Hotchkiss, William T. Hart, Henry L. Lansing, Courtlandt Parker, Homer Ramsdell, Lucius Robinson, Frederick Schuchardt, William W. Shippin, Peter H. Watson. Of these, seven are

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1872 and 1873 were as follows:

	1872.	1873.
From passengers.....	\$197,486 79	\$281,584 00
" freight	419,088 86	417,596 85
" mails.....	9,865 81	10,256 01
" express.....	7,250 00	8,000 00
" miscellaneous.....	1,254 25	2,962 42
	<hr/> \$684,895 71	<hr/> \$670,848 78

Expenditures, viz:

Maintenance of way.....	\$197,929 44	\$178,908 20
" motive power 120,088 97	148,171 20	
Cost of working road.....	141,562 81	170,676 59
" management.....	18,082 26	15,568 23
Miscellaneous.....	28,085 50	25,809 68
	<hr/> \$500,648 48	<hr/> \$538,683 90

Net balance.....	\$134,252 28	\$181,714 88
Balance, March 31, 1872.....	179,297 62	
Interest received during the year.....	10,286 15	
Wood on hand less than last year.....	1,454 92	

Total	\$322,708 58
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Appropriated as follows:

Paid coupons, back coupons, interest on over-due bonds, etc.....	\$57,954 94
Paid preferred stock dividends.....	46,830 00
In hands of superintendent over last year	1,129 27
Engineer's department, oil and stock on hand more than last year.....	17,066 98
Paid trustees of sinking fund.....	12,500 00
Paid sundry expenses.....	5,342 75
Bonds and cash on hand.....	181,879 69

Total, as above.....	\$322,708 58
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Compared with the previous year, the gross earnings show an increase of \$35,453 07; with an increase in expenses of \$37,990 42—making a decrease in the net earnings of \$2,537 85. The report says:

The above shows an increase in passenger receipts, and a slight reduction in freight receipts. This is owing to the disarrangement in our business by the loss of the bridge at East Concord, last April, when our business was interrupted for nearly a month, and also to the severe weather and deep snows the past winter, which at times completely stopped our freight trains.

We have laid 78,196 sleepers, put in 1,375 tons of new 56 lb. iron and taken out 740 tons of light iron, and put into the extension beyond Lancaster.

We have rebuilt, at East Concord, permanent abutments and piers in the most approved manner, and have completed a bridge, except covering; all of which are of the most durable kind, and we believe will stand the test of time.

The expenses caused by the loss of the bridge, in carrying freight around, temporary bridge, cost of abutments, piers, and new bridge, have been large; but it is money well invested for the road, as the improvements are now of the most permanent kind.

As the expense of the above has been large, we have apportioned \$10,000 to go into next year's accounts. We have also made large repairs to other bridges on the line of the road.

We have added to our equipment two first-class engines, two first-class monitor-top passenger cars, and one baggage car; have purchased twenty-five adjustable platform cars, and built in our shops seventy platform and box cars, and made full and ample repairs upon all engines, cars, etc.

We have built fifty miles of new fence, and shall continue to build until we get the whole line rebuilt.

The two dividends for the year, on the preferred stock, have been paid and charged in the accounts.

Agreeably to the authority given the directors at the annual meetings, they have made an agreement to have the branch road extended from Peirce's Bridge to the Twin Mountain House, and

hope to have it done by July 1st. This extension will facilitate and help the mountain travel very much.

The road from Lancaster to Northumberland was so far completed last August, that we were able to run over it and carry passengers and freight, and the business so far has come up to our expectations.

We shall have to erect suitable buildings at Northumberland, to accommodate the business, such as engine and car houses, wood-sheds, etc. The union of the White Mountains N. H. Railroad with this corporation, has been accomplished on the terms proposed in the vote of this corporation, at its last annual meeting, on that subject. The stockholders of that road concluded to take the bonds of this company in exchange for their stock, as authorized by the vote referred to, and the stock will be surrendered for cancellation accordingly.

The completion of that union is fortunate for this company. The road above North Haverhill has now become in full a part of its own road, and all the interests of the line from Concord to the White Mountains and Northumberland are united under its entire control and management.

Heretofore this company has been under the necessity, in a great degree, of acting through another corporation, in the protection of its interests and the extension of its enterprises and business in northern New Hampshire, but hereafter all the embarrassments and difficulties of such a position will be avoided, and the company can act directly and fully for itself.

In pursuance of the authority given by the company, by its vote at the annual meeting last year, the directors have determined to make a new issue of bonds to the amount authorized, and to secure the same by a mortgage of all the road, equipment, and franchises of the company.

The bonds will be ready for issue in a short time.

The main object of this issue is to consolidate all the various classes of bonds and other indebtedness now outstanding against the company, into one. That course will greatly simplify the accounts of the company, and place its financial affairs in a clearer and more settled condition, and the amount of the issue will be sufficient to provide for all the present indebtedness, of every form, of the company.

No action has been taken by the directors during the past year to carry into effect the consolidation of the different classes of stock of the company, as contemplated, further than to obtain subscriptions. This delay has been unavoidable, because the progress of the subscriptions to the agreement, by the stockholders, though great, yet has not been sufficient to warrant official action in the matter. The difficulty is not on account of objections by the stockholders to the plan, but in reaching the large number of them, for the purpose of obtaining their signatures.

It is desirable to have the signatures of all the stockholders, if possible, so as to have the change unanimous; and we hope to be able to complete the subscriptions early in the summer.

We shall have, from Concord to Northumberland, and the branch when completed to the Twin Mountain House, a road of 155 miles, and one we think very important for the interest of the State of New Hampshire, and one the securities of which we consider will be very desirable as an investment.

The cost to this time, of the extension, the branch and the Y at Woodsville, is about \$900,000, and is not included in the accounts, but has been raised outside and will be paid from the sale of bonds, and proper accounts and vouchers will then be rendered.

The directors have had some surveys made for a road from Meredith Village to Centro Harbor and Ossipee, but they are not quite satisfactory. They will have further ones made, and if the proper aid be rendered will try to build the road.

The total number of passengers carried during the year was 171,511—equal to 10,290,600

carried, one mile. Total number of tons of freight, 92,186—equal to 5,531,160 tons carried one mile.

TRIAL BALANCE, March 31, 1873.

Construction.....	\$2,850,000 00
Wood, oil, etc., on hand.....	25,916 25
Stock, etc., on hand for repairs.....	72,212 89
1870 bonds on hand.....	800 00
Trustees of sinking fund.....	201,500 00
Pemigewasset House.....	16,000 00
Joseph A. Dodge Supt.....	27,749 89
Cash on hand for coupons unpaid.....	19,247 00
" dividends unpaid.....	8,907 00
Bonds and cash on hand.....	173,725 69
	<hr/> \$2,396,058 72
Stock (old dividends, etc.).....	\$459,600 00
" preferred.....	800,000 00
" new.....	540,400 00
	<hr/> \$1,800,000 00

Bonds due in 1865	\$76,000 00
" 1870	350,000 00
" 1889	624,000 00
	<hr/> 1,050,000 00
Coupons due and unpaid	19,247 00
Dividends due and unpaid	1,448 89
Dividends due and unpaid, since May 20, 1867	8,907 00
Profit and loss	516,455 88
	<hr/> \$3,396,058 72

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Pix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Railroads of Connecticut.

By a recent law passed by the Legislature, the official railroad year is made to close September 30. Heretofore the year has closed December 31. The present report of the General Railroad Commissioners is the first under the new order of affairs.

In looking over the tabulations contained in the volume we find great improvements both in the forms and contents as compared with previous reports. In all important points the forms of the Massachusetts Commissioners, which are the most elaborate published, have been copied, and much new matter, not contained in the reports of the neighbor State, has been added by the General Commissioners. We may now look upon the Connecticut Reports indeed as among the most perfect issued; and return our thanks for the attention of the Hon. JOHN I. HUTCHINSON, one of the Commissioners, in complying with our request for a copy thereof.

Among the most important improvements noticed is the analysis of the railroad bonds, in which the date of maturity, rate, amount, &c., is set forth; the length of railroads (main and branch lines, second-tracks and sidings) owned, and the names and length of leased roads operated, is also given in detail; and a more perfect division of earnings and expenses is adopted. The disbursements from earnings for interest, dividends, &c., are also given. There might be some fault found for the placing of rents, and other correlative receipts among the gross earnings; and certainly leases, rents, taxes and insurance ought not to be placed among working expenses. They more properly belong to "Income Account," which if given in full in these reports would be of great advantage to the reader. Indeed we want a statement of earnings and ex-

penses separately; a separate income account, and a general balance sheet; all of which accounts ought to be demanded from the corporations reporting, and published annually by the Railroad Commissioners. But let us not grumble because we have not all we desire; let us be content with the improved statistical diet furnished to us on the present occasion.

Would it not be a wise thing to call a convention of all parties experienced in railroad statistical matter, whose duty it would be to elaborate a series of forms to be adopted by all railroad corporations and State reporters; and at once require uniform annual returns from all parts of the United States. Such uniformity is as much needed for this country as a uniform scale of weights, measures and monies for the whole commercial world. It is an impossibility to produce uniformity from the heterogeneous heaps of reports as now furnished by companies and States. Let us ask this as a boon to statistical science.

In the following we aggregate the principal parts of the information contained in the report of the Connecticut Commissioners, for the official year ended September 30, 1872.

Capital stock \$44,344,550 paid \$35,460,118
Funded and floating debts..... 43,278,493

Total capital stock and debts.....	\$78,733,611
Cost of railroads and equipments.....	74,074,037
Miles of railroad.....	6,262
Locomotive engines.....	277
Passenger cars.....	395
Baggage cars.....	126
Merchandise &c., cars.....	4,705
	5,166
Men employed (not including construction hands),.....	6,506
Miles run by passenger trains.....	3,239,077
Miles run by merchant. trains.....	1,974,598
Miles run by other trains.....	465,381
	5,679,056

Passengers carried.....	10,134,633
Passengers carried one mile.....	219,128,491
Merchandise (tons) carried.....	3,170,761
Merchandise (tons) carried one mile.....	109,061,974
Passenger earnings.....	\$5,725,048
Freight earnings.....	4,949,687
U. S. Mails.....	125,932
Expresses.....	385,389
Other receipts.....	216,419
	\$11,368,425

Maintenance of way.....	\$2,048,262
" motive power and cars.....	2,169,042
Cost of fuel.....	900,943
Cost of oil and waste.....	104,009
Insurance.....	43,777
Taxes, state, county and town.....	400,903
Miscellaneous expenses.....	3,209,051
	7,489,521

Income above expenses.....	\$3,878,904
Amount paid for interest.....	1,199,661
Amount paid in dividends.....	2,271,143
Surplus for the year.....	832,021

Only ten companies paid dividends, in the aggregate averaging 7.9 per cent on the whole stock of said companies; and being 6.4 per cent on the whole stock in all the railroad companies reported.

The earnings of the Central Pacific Railroad in June, 1873, were \$1,813,790, against \$1,138,272 in June, 1872—an increase of \$175,518. For the first six months of 1873 the earnings were \$6,320,787, against \$5,508,616 for the corresponding period of 1872—an increase of \$812,171.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.	
	1872. 1873.
Manufactures of wool.....	\$261,774 \$686,062
" cotton.....	623,865 646,812
" silk.....	1,064,398 560,147
" flax.....	457,759 471,016
Miscellaneous dry goods..	344,020 245,583

Total entered for consump. \$2,641,816 \$2,609,570

WITHDRAWN FROM WAREHOUSE.

	1872. 1873.
Manufactures of wool.....	\$375,052 \$488,750
" cotton ..	219,014 418,841
" silk.....	178,604 303,061
" flax.....	262,785 292,234
Miscellaneous dry goods..	81,805 88,627

Total withdrawn from warehouse..... \$1,177,210 \$1,586,513

Add entered for consump. 2,641,816 2,609,570

Tot. thrown on the market. \$3,819,026 \$4,196,088

ENTERED FOR WAREHOUSING.

	1872. 1873.
Manufactures of wool....	\$1,402,850 \$722,766
" cotton ...	556,953 321,577
" silk.....	465,862 206,381
" flax.....	448,668 205,924
Miscellaneous dry goods..	205,992 65,023

Total entered for wareh'g. \$3,079,825 \$1,521,671

Add entered for consump. 2,641,816 2,609,570

Total entered at the port. \$5,721,641 \$4,181,241

The imports of foreign dry goods at New York for six months ending with June, were:

ENTERED FOR CONSUMPTION.

	1872. 1873.
Manufactures of wool.. \$12,197,220 \$11,297,881	
" cotton .. 12,546,557 11,434,591	
" silk .. 14,425,085 10,048,029	
" flax .. 7,055,047 6,214,398	
Miscellane's dry goods. 5,472,371 3,877,168	

Total entered for cons'p. \$51,696,233 \$42,872,012

WITHDRAWN FROM WAREHOUSE.

	1872. 1873.
Manufactures of wool ... \$6,801,572 \$7,041,331	
" cotton.. 3,967,462 5,391,820	
" silk 4,780,764 5,283,483	
" flax 3,345,165 3,751,313	
Miscellaneous dry goods. 999,903 1,101,625	

Total withdrawn from warehouse..... \$19,894,866 \$22,569,072

Add entered for consump. 51,696,233 42,872,012

Total thrown on the market..... \$71,591,099 \$65,441,084

ENTERED FOR WAREHOUSING.

	1872. 1873.
Manufactures of wool... \$8,271,338 \$6,617,651	
" cotton.. 4,579,819 4,854,515	
" silk 5,434,461 4,887,430	
" flax 3,698,915 3,110,527	
Miscellaneous dry goods. 1,539,237 1,182,446	

Total entered warehouse. \$28,523,270 \$20,602,569

Add entered for consump. 51,696,233 42,872,012

Total entered at the port. \$75,219,503 \$68,474,581

Imports of foreign dry goods at New York for the fiscal year ending with June.

ENTERED FOR CONSUMPTION.

	1872. 1873.
Manufacturers of wool .. \$25,823,462 \$21,902,678	
" cotton.. 20,426,166 18,228,880	
" silk.... 27,075,382 19,820,653	
" flax.... 12,984,178 11,174,791	
Miscellaneous dry goods. 10,576,551 7,427,796	

Tot. entered for consump. \$97,885,789 \$78,554,758

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1872. 1873.
Manufacturers of wool .. \$18,573,523 \$19,148,042	
" cotton.. 5,985,872 9,805,778	
" silk.... 8,719,089 10,185,400	
" flax.... 5,371,511 6,577,122	
Miscellaneous dry goods. 1,637,918 2,114,751	

Total withdrawn from warehouse..... \$35,287,888 \$47,626,098

Add entered for consump. 97,885,789 78,554,758

Total thrown on market. \$118,178,127 \$126,180,851

ENTERED FOR WAREHOUSING.

	1872. 1873.
Manufacturers of wool .. \$16,105,450 \$18,838,582	
" cotton .. 7,107,379 9,280,094	
" silk.... 9,896,840 10,849,898	
" flax.... 6,588,469 6,481,985	
Miscellaneous dry goods. 2,320,525 2,081,880	

Total entered for warehousing..... \$42,018,163 \$46,531,982

Add entered for consump. 97,885,789 78,554,758

Total entered at the port. \$139,903,902 \$125,086,690

Imports of foreign dry goods at New York for the fiscal year.

	1871. 1872. 1873.
July .. \$6,990,722 \$10,247,622 \$10,657,928	
August .. 14,002,482 19,632,708 21,055,888	
September. 11,076,597 12,194,996 11,519,664	
October .. 9,865,558 8,611,975 7,152,865	
November. 8,957,288 7,977,509 5,619,893	
December. 7,934,285 6,019,589 5,576,486	
January .. 8,442,025 12,967,922 12,777,998	
February .. 14,548,882 17,559,528 16,882,878	
March .. 18,129,012 17,917,463 14,936,595	
April .. 11,062,459 11,281,677 8,594,881	
May .. 9,662,228 9,821,272 6,151,048	
June .. 5,951,772 5,721,641 4,181,241	

\$129,123,210 \$139,903,902 \$125,086,690

Imports of dry goods at New York for the year ending with June.

	1871-72. 1872-73.
Manufacturers of wool .. \$42,928,912 \$40,241,260	
" cotton. 27,538,545 27,508,924	
" silk... 36,971,722 30,170,056	
" flax... 19,572,647 17,656,774	
Miscellaneous dry goods 12,897,076 9,509,676	

Total imports \$139,903,902 \$125,086,690

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

Year.	Value.
1850 1 ..	\$6,618,747
1851-2 ..	57,221,062
1852-3 ..	79,192,513
1853-4 ..	92,889,627
1854-5 ..	62,918,443
1855 6 ..	85,898,690
1856 7 ..	92,669,088
1857-8 ..	67,817,736
1858-9 ..	98,549,088
1859-60 ..	107,843,205
1860-1 ..	83,310,345
1861-2 ..	38,156,720
1862-3 ..	61,968,087
1863-4 ..	88,234,966
1864-5 ..	49,858,989
1865-6 ..	187,065,834
1866-7 ..	103,407,278
1867-8 ..	77,254,182
1868-9 ..	92,499,842
1869-70 ..	96,414,276
1870-1 ..	126,128,210
1871-2 ..	189,908,902
1872 3 ..	125,086,690

The George Creek Coal and Iron Company, Baltimore, has declared a dividend of \$6 per share for the past six months, payable on and after 10th instant, free of all taxes.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 30th ult., inclusive, during the years 1872 and 1873, was as follows:

Flour,	Wheat,	Corn,	Barley,
bbls.	bushels.	bushels.	bushels.
1872... 32,200	1,682,800	6,516,600	401,500
1873... 52,100	3,556,700	3,518,100	22,200

Inc. 19,900 Inc. 1,873,900 *2,998,500 *379,800
* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency equal to 894,680 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

1871.	1872.	1873.
Canal opened— April 24.	May 13.	May 15.
Flour, bbls.... 78,700	32,200	52,100
Wheat, bushels... 4,828,300	1,682,800	3,556,700
Corn, bushels... 4,258,000	6,516,600	3,518,100
Barley, bushels... 40,100	401,500	22,200
Oats, bushels.... 992,600	1,561,200	810,400
Rye, bushels.... 46,200	203,100	293,100
Malt, bushels.... 265,000	254,700	222,200
Feed, lbs..... 1,679,500	2,160,700	2,080,600

The Trans-Andine Railroad.

A correspondent of the *Panama Star* writes to that journal an account of the progress making by the railroad crossing the Peruvian Andes, under construction by Henry Meiggs. We extract as follows :

Sailing forth to the scene of conquest from the station of Monserrate, an enclosure of about ten acres covered with workshops, engine-houses and all the most improved paraphernalia requisite for its purpose, the first object calling our attention was the celebrated stone bridge built in arches across the Rimac, and which constructed by the Spaniards in the middle of the sixteenth century has defied the attacks of time or of its even more powerful South American enemy, the shock of the earthquake. The masonry of this bridge is admitted by the most experienced in the art to be unsurpassed. Hardly had our little engine left behind this relic of colonial times when her smoke darkened the arches of the Balta Bridge, built entirely of iron after the model of that which spans the Thames at Twickenham, and only boasting of its few months of existence. The contrast between the sixteenth and nineteenth centuries was striking, but the ponderous edifice of the forefathers even eclipsed in grandeur the effort of their children. Here too was noticeable the breakwater erected by the contractor of the line, Mr. Henry Meiggs, a solid wall of stone of more than 360 metres in length along the side of the rushing river, effectually defending the embankment from the encroaches of the torrent when the melted snows from the mountains add to its volume. We now emerge from the city limits, and we steam up on at a 2 per cent grade to the first station of importance on the line, whence the products of the extensive hacienda of Santa Clara, consisting of sugar and cotton, are sent to their market. The station at this point is excellent, far superior to those generally found on American railways, and serves as a depot for the neighboring estates. Then the Favaria passing rapidly through the rich valley of the Rimac, glowing in its agricultural wealth of maize, cotton, sugar cane, vegetable (possibly the most profitable of all the Lima market), lucerne grass or *aifalsa*; giving three crops a year, and supplying in one form to beasts of burden the otherwise three-fold necessities of barley, oats and hay, reaches the station of Chosica. This stopping place is twenty-six miles from Lima, and 2,000 feet above the level of the sea. Thanks to the liberality of Mr. Meiggs, the station building not only meets the requirements of the

railroad, but moreover offers the advantages of a first-class hotel.

Cocachacra, the centre of another highly cultivated district a few miles on, is speeded by, and the Indian village of San Bartolome, now an important depot of the railway, 89 miles from Lima, and gay with the banners of the United States and Peru flung out to the invigorating breeze from the Cordillera on this pleasant feastday, is quickly arrived at. Up to this point of San Bartolome the road, though peculiar and interesting from its object, presented no striking points as regards engineering triumph, but the change now becomes speedily apparent. Running along the valley of the tortuous Rimac for a mile or two our little engine turned on a V, so technically called, and rapidly rushing towards its natural enemies, the Andean chain, commenced the ascent. To say that the locomotive was like a fly scaling a plate of glass would not be an exaggeration. At many points the winding path of the railway is so marked that the voyager looking from the car window can perceive at the distance of a quarter of a mile beneath the line over which he passed five minutes before, but separated from him by a length of two or three miles of rail. This extraordinary, and well may it be called triumphal progress, continues until the height of 1,000 feet is attained from the valley and the starting point of San Bartolome; then a level, for a short spurt, is struck along the mountain side, but while the difficulties of the ascent are forgotten, the cuts and fillings call for even greater astonishment. Cuts of considerable length and height, blasted out from the solid granite, frown down on the engine as if in anger at their defeat; long fillings made up from the remnants of the volcanic rocks found or blasted on the spot; tunnels blown with powder from the reluctant mountain; one beautifully masoned of 300 feet; another arched in by its mother rock, bringing to mind the Mammoth Cave, with the stalactites dependant on every side; but through which grand engines of 40 tons weight pass daily four times, dragging huge construction trains behind them. All along this section the works of the unfortunate aborigines may be seen at every moment; the hills are terraced with the ridges where before the invasion of the cruel Spaniard, the maize and wheat necessary for their consumption or for the payment of their tithes were grown.

The Baltimore Bridge Company possesses the honor of having constructed the most perfect iron pier viaduct in the world. We passed over it. The central pier, 252 feet in height, rests on solid masonry over seventy feet square; from end to end the bridge measures 575 English feet, and the width is from twelve to fifteen feet. This is the famed Verrugas viaduct. The scene is more than impressive, it strikes the beholder with awe. Looking down through the open sleepers you see the dwellings of the laborers reduced to mere card-houses; the figures of the workmen engaged in preserving the structure intact appear as dolls; the immense network of iron rods, girders and binders is like a spider's web, but how strange it seems that while weaving this marvellous web no fly perished in its dangerous intricacies; not one life was lost in its construction.

The bridge is left, and safely gliding over an apparently perilous section of track along the mountain side, we arrive at the village of Surco, traveling up a 4 per cent grade, a prosperous village on the old highway from Lima to Jauja, a "royal way" measuring three feet in width in its broadest portion. Here are corralled or stabled the mules employed in transporting the plant of the railroad to the higher points, nearly 1,000 in number and admirably managed. Following the rails we shortly reach the end of the laid track, at a gorge of the mountains through which the Rimac rolls noisily along. This point is distant some sixty miles from Callao, and here Mr. Meiggs, desirous of experimenting with all systems, proposes placing an iron bridge built in France, about one hundred and seventy feet long and supported by solid masonry, seventy feet above the torrent. The bridge is already joined together, and the

final work will be as follows : The after end will be so weighted as to render it possible to launch the bow of the bridge, so to speak, across the river, the structure being secured and hauled into place by strong tackle; as the bow surges over the gorge the weight on the after end is proportionately increased, the rollers are struck away, and the fore-end lands on the opposite side. French engineers in charge of this delicate undertaking are confident of perfect success.

This is the Callao and Oroya railway over which we have so rapidly passed, and returned to our initial starting point after having traveled 100 miles and ascended to a height of 7,000 feet above the sea—all accomplished with many and long stoppages, some of an hour, within seven hours, going quietly around curves of a minimum radius of 200 metres, some indeed smaller, and climbing up grades of from two to four per cent.

The contract for the building of the road was signed between the government of Colonel Balta and Mr. Henry Meiggs, late in the year 1869, and the first earth was turned in Lima on the 1st of January, 1870, the venerable Archbishop of the capital calling down the blessing of Heaven on the undertaking. The price fixed was 27,600,000 soles (\$ sole being about 94 cents of an American gold dollar); payments were stipulated to be made as the work proceeded, and the road was to be delivered completed and equipped to the government within six years from the date of contract. This, Mr. Meiggs is confident, will be faithfully fulfilled.

It was at first estimated that there were 7,000,000 cubic yards of filling and excavation. There are many cuts of a difficult character made from the solid rock; four viaducts of iron, measuring in the aggregate 1,290 metres; 38 bridges over the river Rimac, and 42 tunnels through live rock covering a distance of nearly 20,000 metres. The work challenges the admiration of the world !

Illinois Central Railroad.

The statement of this Company for the month of June, 1873, is as follows :

LAND DEPARTMENT.

Acres Construction Lands	
Sold..... 1,157.14 for	\$9,578 74
Acres Interest Fund Lands	
Sold..... for	.....
Acres Free Lands Sold... 102.66 for	1,041 26

Total sales during the m'th of June, 1873..... 1,259.80 for \$10,620 00
To which add Town Lot

Sales..... for 65 00

Total of all..... 1,259.80 for \$10,685 00

Cash collected in June, 1873..... \$46,777 28

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.
Freight.... \$377,567 00	\$82,889 00	\$460,456 00
Passengers... 113,287 05	40,384 85	153,671 90
Mails..... 6,375 00	3,059 33	9,434 33
Other sources 98,915 00	2,505 67	101,420 67

Tot'l June '73. \$596,144 05 \$128,838 85 \$724,982 90

Total actual earn'gs, June,
1872..... \$543,792 15 \$115,570 82 \$659,362 97

☞ The Directors of the Metropolitan (Boston) Railroad have voted to declare dividends semi-annually in October and April, as the legislative returns have to be made up to Sept. 30; consequently no dividends will be paid in July.

☞ The earnings of the Erie Railway Company for the week ending June 30, 1873, were \$419,382, and since November 1, 1872, \$12,272,996—an increase over the corresponding period of the previous year of \$378,279.

Railroads of the State of Connecticut.

Tabular statement exhibiting their Length, Equipment, Cost, Traffic, Earnings, Dividends, &c., for the fiscal year ended September 30, 1872.

Compiled from the Twentieth Annual Report of the General Railroad Commissioners.

Railroads.	Capital Account.			Length of Railroads.			Engines and Cars.			Men		
	Stock paid in.	Funded Debt.	Floating Debt.	Main Br.	2d Trks Total Line.	Rails laid.	Loco- motive no. M.	Stock of Cars, no. M.	Pass. Bag. Fat.	Other ed.	em- ploy- ees, No. No.	Cost of Property.— Railroad, Engines, Total of cars, and ap- purchases, shops, &c., per car.
New York, New Haven and Hartford.	1,888	16,500,000	1,641,500	17,141,500	139,56	16,5	162,2	318,2	129,41	1,010	251	2,177,12,861,474 [1,840,972 14,702,446
Hartford, Providence and Fishkill.	1,842	2,087,940	2,055,590	100,000	4,198,440	122,4	0,8	18,7	141,9	1,4	36	16
New Haven and Northampton.	1,848	2,100,000	1,760,000	221,116	4,071,116	88,9	26,4	18,0	106,3	***	20	17
Norwich and Worcester.	1,840	2,364,400	759,000	35,526	3,158,926	59,4	7,0	13,0	79,4	1,0	20	15
New London Northern.	1,849	1,418,800	876,600	45,000	1,840,300	100,0	***	10,3	110,3	***	28	15
Housatonic.	1,842	2,000,000	400,000	385,213	2,735,213	74,0	***	7,0	81,0	***	16	8
New York, Providence and Boston.	1,849	1,877,900	107,000	30,000	2,014,900	61,5	***	4,5	66,0	25,0	12	4
Shore Line*.	1,839	1,877,400	1,214,000	***	3,091,400	62,5	***	25,5	88,0	***	20	7
Boston, Hartford and Erie.	1,862	1,000,000	200,000	***	1,200,000	60,0	***	4,8	64,8	6,2	1	1
Connecticut Valley.	1,867	1,038,500	***	388,000	973,000	46,0	***	4,7	49,7	***	28	16
Naugatuck.	1,871	1,504,028	2,436,500	96,328	4,086,861	66,7	7,0	73,7	***	6	12	5
Danbury and Norwalk.	1,852	600,000	407,500	86,058	1,098,568	23,8	10,0	4,5	38,3	***	8	10
New Haven and Derby.	1,871	455,700	525,000	75,000	1,055,700	13,0	***	1,1	14,1	***	8	2
New Haven, Middletown and Williamctic.	1,870	677,600	2,770,000	1,459,118	4,906,618	22,0	***	0,3	22,3	***	2	1
Shepaug Valley.	1,871	484,170	600,000	***	1,034,170	52,3	***	2,0	34,3	***	3	2
New Canaan.	1,868	164,050	86,972	2,164,869	82,2	***	0,3	8,5	***	2	1	1
Watertown and Waterbury*.	1,870	118,200	17,000	135,200	4,4	***	0,2	4,6	***	***	***	***
Rockville*.	1,863	97,760	86,000	***	138,750	4,8	***	0,8	6,6	***	***	***
South Manchester*.	1,869	40,000	***	40,000	2,3	***	0,3	2,3	***	***	***	***
New York, Housatonic and Northern (60 m.).	1,868	261,000	183,500	156,475	600,975	6,4	***	0,4	1	***	***	***
Ridgefield and New York (28.29 m.).	1,868	191,150	***	191,150	***	***	***	***	***	***	***	***
* Leased to other companies.												

* Completed in May 1873; total length 62 miles.

TABULAR STATEMENT.—Continued.

Railroads.	Traffic Returns.			Passenger.			Freight.			Gross Earnings from Traffic.			Operating Expenses, rents, &c.	Int. on bonds or profts.	Dividends paid.	Surplus for the year.	
	M.	M.	M.	No.	M.	M.	Tons.	Mileage.	Pasenger.	Mileage.	Freight.	Other.	Total.	P.C.	P.C.	P.C.	
N. Y., N. H. and Hartford.	983,147	481,768	1,700,891	3,925,765	124,919,288	892,579	38,662,529	2,803,145	1,445,962	234,457	4,483,554	2,615,000	1,868,554	98,745,1,182,000	74	687,809	
H., P. and Fishkill.	166,0	329,9	641,442	1,207,711	266,912	4,483,216	600,766	453,040	810,977	198,063	145,982	102,334	1,004,040	41,071	45,071		
N. H. and Northampton.	119,6	217,848	202,160	428,988	345,629	6,346,357	280,936	11,648,166	174,496	439,090	43,652	667,288	438,134	224,104	128,365	82,739	
Norwich and Worcester.	66,4	166,300	288,916	410,089	372,841	6,986,618	346,867	13,270,243	239,730	497,497	84,375	771,602	478,274	298,328	47,670	7,878	
New London Northern.	115,0	204,129	186,814	399,980	342,422	5,113,297	199,706	9,363,658	216,818	295,938	129,377	640,183	467,419	172,761	33,632	18,676	
Housatonic.	162,2	126,028	181,394	274,360	282,744	2,632,805	148,982	360,352	187,781	401,555	117,580	410,555	117,580	106,290	8	83,008	
Naugatuck.	66,0	106,814	249,002	329,882	5,480,938	198,800	4,574,092	200,460	352,921	21,259	574,640	346,049	228,591	74,448	187,540	10	83,008
N. Y., Providence and Boston.	62,5	276,929	165,556	441,485	614,211	16,354,276	229,677	8,556,700	445,891	342,659	16,357	803,787	485,050	318,737	77,056	16,986	
Shore Line.	50,0	172,897	33,721	281,658	279,169	8,004,178	15,825	662,360	294,511	71,817	21,017	387,847	100,000	14,000	94,769	94	
Boston, Hartford and Erie.	189,0	349,863	166,603	543,592	1,671,692	16,003,065	345,662	9,455,889	343,891	403,889	98,662	841,392	637,455	208,937	11,050	192,887	
Connecticut Valley.	45,0	45,575	20,650	66,298	205,441	3,072,001	16,070	240,170	102,864	38,464	6,623	144,851	99,088	45,763	38,378	7,090	
Connecticut Western.	68,3	72,287	38,637	146,880	161,638	2,414,879	60,467	1,098,647	82,862	136,015	4,688	223,666	167,954	65,611	172,130	...	
Danbury and Norwalk.	33,8	66,067	27,660	101,553	159,980	1,991,686	44,658	982,360	79,667	84,842	7,611	172,120	102,824	69,796	23,789	42,000	
New Haven and Derby.	18,0	39,287	41,947	125,557	98,675	14,016	51,694	122,276	11,116	14,016	6,416	67,040	9,375	23,899	...	...
N. H., Middle, and Williamctic.	22,0	55,982	68,340	1,095,948	13,020	201,252	18,893	3,297	8,386	25,556	87,761	300,000	320,000	...	...	...
Shepaug Valley.	32,3	10,836	19,714	10,692	183,764	144,163	7,849	6,194	278	14,311	19,201	...	...	...	...	...
New Canaan.	8,2	21,021	37,738	220,552	5,423	40,723	11,422	6,477	692	18,491	16,218	3,273	6,188	...	...	...
Watertown and Waterbury.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rockville.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,796
South Manchester.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	624
N. Y., Housatonic and Northern.	5,4	4,175	4,175	8,289	17,361	...	...	...	...	...	...	...	...	...	...	...
Ridgefield and New York.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	51,156	95,823	121,702	174,812	161,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,403	86,937	81,396	96,451	106,855	164,729	269,590	251,832	262,770	296,422	286,562	842,743	2,500,767
1869.....	212,604	218,952	391,306	486,048	568,270	556,080	582,657	511,854	609,788	579,642	635,398	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	826,447	777,513	583,692	7,995,116
1871.....	538,499	485,490	614,447	720,929	892,841	795,176	869,297	1,006,873	905,922	981,006	897,234	672,358	9,487,072
1872.....	562,223	571,836	875,763	949,568	1,330,923	1,138,273	1,272,510	1,271,620	1,254,889	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	852,800	691,015	974,460	1,132,920	1,356,378	1,312,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	226,153	222,241	290,111	269,249	329,851	311,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	167,832	236,961	282,166	335,510	342,358	384,244	416,982	408,999	426,762	389,102	530,169	3,892,861
1868.....	276,117	275,140	267,004	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	342,192	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	363,235	342,369	384,999	358,964	461,290	466,097	533,655	554,163	507,617	473,237	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,870	409,264	419,196	486,352	559,882	497,281	540,756	431,315	352,04	5,156,326
1873.....	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865.....	541,006	452,164	499,296	468,358	555,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,845	527,519	588,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,789
1868.....	724,890	807,478	850,192	1,094,597	2,111,150	1,190,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,984	13,581,471
1869.....	892,083	830,257	1,142,106	1,112,190	1,268,444	1,251,961	1,187,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1870.....	706,025	753,782	845,359	929,077	1,177,897	1,193,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871.....	655,423	602,82	774,994	767,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,422	1,006,235	852,422	11,008,277
1872.....	774,856	714,123	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	193,959	203,698	218,347	271,426	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	256,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,905
1870.....	203,069	226,897	244,182	246,048	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	356,149	366,460	281,491	288,775	314,860	360,759	374,671	388,722	340,625	317,733	3,765,343
1872.....	340,791	320,022	382,974	351,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,492,625
1873.....	358,612	408,849	466,517	432,923	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Eric:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,904	1,294,076	1,460,174	1,543,813	1,775,324	1,483,931	1,550,023	1,525,243	1,643,424	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,316,831	1,329,422	1,515,382	1,541,958	1,764,521	1,717,593	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,168	444,448	518,800	572,551	626,249	549,714	794,826	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	966,677	6,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	621,216	889,052	901,225	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,223	713,162	718,722	707,992	836,041	898,287	753,184	755,426	688,131	8,401,142
1872.....	637,436	581,627	575,393	559,371	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	580,493	562,949	651,662	544,055	687,630	724,983	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,678	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	328,888	357,502	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,333	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,843,316	1,235,286	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,091	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,385	1,735,736	1,694,543	1,680,963	1,685,368	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	121,408	1,294,095
1867.....	98,517	91,666	103,558	109,626	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,522
1868.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	120,426	129,298	144,023	141,376	1,418,869
1869.....	130,883	126,224	140,740	118,173	119,660	115,115	115,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1870.....	152,577	142,408	150,784	145,558	155,717	158,717	149,587	162,521	191,841	208,977	207,911	204,193	2,029,927
1871.....	170,023	162,585	180,467	190,662	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	884,120	820,636	886,527	411,514	403,646	366,623	329,950	353,529	473,546	490,772	448,419	374,542	4,744,104
1870.....	387,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	437,990	511,447	453,873	387,327	4,755,988
1871.....	418,755	422,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	574,502	574,532	507,050	5,940,102
1872.....	505,586	484,022	558,533	607,678	593,611	505,314	505,808	687,549	785,338	761,024	767,783	6,988,479	.....
1873.....	324,715	555,005	600,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868.....	369,228	321,203	333,										

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single. ¹	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	PASSENGER RAILROAD BONDS.					
	m.	No.	No.				Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Amount out- standing	Pay- able.	Principa- l Market Price.		
Sept. 30, '71	7.25	102	16	Albany	N.Y.	157,500	111,400	\$40,000	\$63,640	16,449	10	100	100	Albany:		
Sept. 30, '71	1.04	—	—	Albany st. Freight (B'ton). Mass.	Mass.	48,700	75,000	—	2,856	657	100	100	1st Mortgage.....	\$40,000 pc		
Oct. 31, '71	7.25	12	—	Allentown	Pa.	31,452	192,750	—	10,801	2,985	100	100	1st Mortgage.....	681,000 7 M&N 1890		
Sept. 30, '71	11.82	—	—	Avenue C (N. Y. City)	N.Y.	513,286	500,000	681,000	163,841	161,424	11,763	100	100	1st Mortgage.....	694,000 7 J&J 1880	
Sept. 30, '71	22.00	446	55	Bleek. st. & F.F. (N.Y.C.) N.Y.	N.Y.	7,755,049	900,000	694,000	12,282	302,393	60,420	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	4.63	—	—	Boston and Chelsea	Mass.	110,000	110,000	—	8,800	7,359	6,8	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	1.25	—	—	Boston & West Roxbury. Mass.	Mass.	56,133	41,000	—	2,500	2,348	100	100	1st Mortgage.....	100,000 7 J&J 1881		
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn)	N.Y.	309,000	200,000	100,000	9,859	143,704	25,445	9	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	10.32	109	—	B'way & 7th Av. (N.Y.C.) N.Y.	N.Y.	3,632,053	2,100,000	1,600,000	13,556	775,190	235,915	8	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	N.Y.	212,379	180,000	80,000	—	41,166	8,501	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	12.00	1479	297	Brooklyn City	N.Y.	4,082,804	1,500,000	300,000	123,000	1,330,241	263,274	12	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	15.60	194	42	Brooklyn City & Newtown.N.Y.	N.Y.	636,730	400,000	200,000	8,829	184,787	34,200	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	14.58	—	—	B'klyn City, Hun. P. P. N.Y.	N.Y.	616,730	300,000	300,000	29,197	154,789	40,685	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	15.20	201	59	Buffalo street	N.Y.	429,557	37,000	73,000	19,257	183,932	23,518	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	11.60	92	17	Buabwick (Brooklyn)	N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	83.61	—	—	Cambridge (Boston)	Mass.	740,904	740,000	150,000	—	69,091	69,091	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	1.74	20	4	Central City (Syracuse)	N.Y.	29,006	21,130	6,000	—	19,524	7,475	20,0	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.) N.Y.	N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,13	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	7.25	322	43	Citizens' (Phila)	Pa.	212,820	192,750	200,000	8,829	184,787	34,200	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	8.84	170	33	Citizens' (Pittsburg)	Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22,0	50	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	14.82	222	1	Coney Island (Brooklyn)	N.Y.	647,363	500,000	215,000	49,563	160,178	14,667	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	N.Y.	987,943	1,200,000	700,000	—	698,241	179,551	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	1.75	3	16	East New York & Jamaica N.Y.	N.Y.	25,668	175,800	82,700	1,632	26,554	5,450	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	1.63	13	3	Easton and S. Easton	Pa.	25,962	25,562	—	9,757	2,658	5	25	1st Mortgage.....	100,000 7 J&J 1881		
Sept. 30, '71	18.00	877	169	Eighth Avenue (N.Y. City) N.Y.	N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	164,662	12	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	5.25	—	—	Elmira and Horseheads	N.Y.	43,000	22,500	—	3,200	(Not in opera.)	100	100	1st Mortgage.....	100,000 7 J&J 1881		
Oct. 31, '71	2.20	20	6	Erie Cl'y.	Pa.	36,957	19,807	20,458	—	14,371	3,208	60	42	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.) Pa.	Pa.	93,000	68,300	25,000	—	41,167	7,504	25	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	2.74	—	—	Fifth Ward (Syracuse)	N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Sept. 30, '71	9.63	—	—	42d st. & Gr'd st. F.(N.Y.C.) N.Y.	N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	65	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.) Pa.	Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	52	1st Mortgage.....	100,000 7 J&J 1881
Sept. 30, '71	3.25	22	5	Geneece & Water st. (Syr.) N.Y.	N.Y.	59,926	42,500	12,700	—	13,924	2,226	100	100	1st Mortgage.....	100,000 7 J&J 1881	
Oct. 31, '71	34.25	366	64	Germantown (Phila)	Pa.	562,270	307,545	350,000	—	363,588	88,100	19.5	50	35	1st Mortgage.....	100,000 7 A&O 1884
Oct. 31, '71	5.40	108	28	Girard College (Phila)	Pa.	177,497	170,000	—	217,573	56,592	17.6	50	17	1st Mortgage.....	100,000 7 A&O 1884	
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (B'k) N.Y.	N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	100	100	1st Mortgage.....	100,000 7 A&O 1884	
Sept. 30, '71	8.00	—	—	Gr'd St. Pros. Pk. & Flatb. N.Y.	N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)	100	100	1st Mortgage.....	100,000 7 A&O 1884		
Oct. 31, '71	7.25	42	42	Green and Coates st. (Phila) Pa.	Pa.	244,441	100,000	150,000	—	172,557	44,368	26.7	50	49	1st Mortgage.....	100,000 7 J&J 1875 90
Oct. 31, '71	1.25	11	3	Harrisburg City	Pa.	60,249	41,995	12,884	1,240	6,489	567	25	25	1st Mortgage.....	100,000 7 J&J 1875 90	
Sept. 30, '71	10.00	120	24	Harlim, Br. Morr. & F'dham N.Y.	N.Y.	245,295	123,540	137,000	—	85,554	27,669	100	100	1st Mortgage.....	100,000 7 J&J 1875 90	
Oct. 31, '71	20.40	362	67	Hast, Mast. & F'mount (Ph.) Pa.	Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	19	1st Mortgage.....	100,000 7 J&J 1875 90
Sept. 30, '71	3.56	31	—	Kingston and Rondout	N.Y.	80,291	75,000	—	22,800	5,424	3,700	100	100	1st Mortgage.....	100,000 7 J&J 1875 90	
Oct. 31, '71	5.26	114	17	Lombard and South st. (Ph.) Pa.	Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10	1st Mortgage.....	100,000 7 J&J 1875 90
Sept. 30, '71	4.04	57	17	Lowell Horse	Mass.	78,904	58,830	—	4,500	32,185	2,182	100	100	1st Mortgage.....	100,000 7 J&J 1875 90	
Sept. 30, '71	11.62	233	35	Lynn and Boston	Mass.	277,311	200,000	50,000	1,900	177,507	10,215	100	100	1st Mortgage sinking fund	50,000 7 J&J 1885	
Sept. 30, '71	3.60	—	—	Malden and Melrose (Bun.) Mass.	Mass.	60,246	200,000	—	—	—	—	100	100	1st Mortgage.....	100,000 7 J&J 1885	
Sept. 30, '71	1.07	—	—	Marginal Freight (Boston) Mass.	Mass.	1,040,556	500,000	500,000	36,326	—	—	100	100	1st Mortgage.....	100,000 7 J&J 1885	
Sept. 30, '71	3.46	—	—	Medford & Charlestown (Bun.) Mass.	Mass.	34,000	21,000	4,000	—	2,400	1,923	100	100	1st Mortgage.....	100,000 7 J&J 1885	
Sept. 30, '71	5.27	45	15	Merrimac Valley	Mass.	63,000	50,000	—	—	32,262	—	100	100	1st Mortgage.....	100,000 7 J&J 1885	
Sept. 30, '71	43.10	958	328	Metroplitan (Boston)	Mass.	1,705,566	1,250,000	455,566	905,066	153,192	10	100	57	1st Mortgage sinking fund	60,000 7 A&O 1880	
Sept. 30, '71	15.60	260	48	Middlesex (Boston)	Mass.	55,739	400,000	184,500	101,291	222,408	42,125	3	100	60	1st Mortgage sinking fund	55,500 7 J&D 1884 52
Sept. 30, '71	1.75	—	—	Mohawk and Illon.	N.Y.	15,000	15,000	—	—	5,737	3,847	100	100	1st Mortgage.....	100,000 7 J&D 1884 52	
Sept. 30, '71	2.20	177	53	Ninth Avenue (N.Y. City) N.Y.	N.Y.	1,000,000	973,320	167,000	—	117,331	5,788	100	100	1st Mortgage.....	100,000 7 J&D 1884 52	
Sept. 30, '71	3.20	14	4	Northampton & Wmburg Mass.	Mass.	300,000	300,000	—	5,059	7,887	2,933	100	100	1st Mortgage.....	100,000 7 J&D 1884 52	
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	N.Y.	154,343	135,600	—	15,350	41,951	5,981	100	100	1st Mortgage.....	100,000 7 J&D 1884 52	
Sept. 30, '71	2.74	7	—	North Woburn (Boston)	Mass.	32,000	29,800	8,000	2,096	—	1,920	100	100	1st Mortgage.....	100,000 7 J&D 1884 52	
Oct. 31, '71	12.87	145	25	Philadelph & Gray's Ferry Pa.	Pa.	299,127	220,175	6,500	5,275	120,305	30,713	8.9	50	25	1st Mortgage.....	100,000 7 J&D 1884 52
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest. Pa.	Pa.	146,202	140,000	23,000	—	139,377	34,702	28.5	50	35	1st Mortgage.....	100,000 7 J&D 1884 52
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham	Pa.	135,913	100,000	10,600	57,254	84,8						

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	13,280,000	J. & J.	July '73 24	Long Island..... 50	2,000,000	M. & S.	May '73 25	Vermont and Mass..... 100	\$2,800,000	M. & N.	May '73 2
Allegheny Valley..... 50	2,260,350	"	"	Louisv., Cin. and Lex..... 50	1,623,483	J. & J.	July '73 2	Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 24
Atlanta and West Point..... 100	1,232,200	J. & J.	July '71 4	" pref. 100	848,700	J. & J.	July '72 4	Warwick Valley..... 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf..... 100	3,693,200	"	"	Louisville & Nashville..... 100	8,980,600	F. & A.	Feb. '73 3	West Jersey..... 100	1,209,000	F. & A.	Feb. '73 4
" " pref. 100	888,976	J. & J.	July '71 34	Louisv., N. Alb. & Chi..... 100	8,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law* 100	39,344,900	M. & S.	Mar. '73 2	Lowell and Lawrence..... 100	200,000	A. & O.	Feb. '73 3	Winchester & Strasburg* 100	500,000	J. & J.	July '72 24
" " new 1870..... 100	1,500,000	"	"	Lykens Valley..... 20	600,000	F. M. A. N.	Feb. '73 24	Worcester and Nashua..... 76	1,400,556	J. & J.	July '73 24
Avon, Genesee & Mt. M.* 100	194,000	A. & O.	Oct. '72 14	Macon and Western..... 100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio..... 13,151,962	M. & N.	May '73 5		Maine Central..... 100	3,400,500	"	"	Albany City..... 100	110,800	"	"
Washington Br..... 100	1,650,000	A. & O.	Apr. '73 5	Manchester and Law..... 100	1,000,000	M. & N.	May '73 5	Baltimore City..... 100	800,000	F. & A.	Aug. '72 1
Parkersburg Br. pref..... 50	6,680,655	"	"	Marietta & Cincinnati..... 50	1,372,891	"	"	Bleeker st. & F. Fy. (N.Y.) 100	900,000	"	"
Berkshire*..... 100	600,000	J. A. J. & O.	July '73 14	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s	Boston and Chelsea..... 100	110,000	A. & O.	Apr. '73 4
Blairsville & Corning* 50	250,000	J. & D.	Dec. '72 24	" 2d pref. 50	4,460,386	F. & A.	Feb. '73 3	Broadway (Brooklyn)..... 100	200,000	J. A. J. O.	Apr. '73 3
Boston and Albany..... 100	19,684,100	M. & N.	May '73 5	Massawippi*..... 100	400,000	J. & J.	Jan. '73 4s	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos., Clin. & Fitchb. pref. 100	633,200	"	"	Memphis & Charleston* 25	5,812,723	J. & J.	Jan. '73 4s	Brooklyn City..... 100	1,500,000	F. M. A. N.	May '73 3
Agricultural Br. guar..... 60,000	J. & D.	Dec. '72 23	Michigan Central..... 100	17,939,548	J. & J.	Jan. '73 4s	Brooklyn City & Newt. 100	600,000	J. & J.	July '70	
Bost., Cone. & Mont. * pre 100	800,000	M. & N.	May '73 3	Mill Creek & Minehi* 50	323,375	J. & J.	Jan. '73 5	Cambridge..... 100	302,000	J. & J.	July '71 3
Boston and Lowell..... 500	2,852,970	J. & J.	July '73 4	Milwaukee and St. Paul..... 100	11,822,873	J. & J.	Dec. '70 7s	Cen. Park. N. & E. Hly. 100	1,068,400	A. & O.	Oct. '67 2
Boston and Maine..... 100	6,816,307	M. & N.	May '73 4	" pref..... 100	10,825,103	F. & A.	Feb. '73 3	Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Boston and Providence..... 100	3,950,600	M. & N.	May '73 5	M. Hill & Schuyl. Hav.* 50	8,856,400	J. & J.	July '73 3	Citizens' (Phila.)..... 50	200,000	M. & N.	Nov. '71 7
Buffalo, N. Y. and Erie* 100	50,000	F. & A.	Feb. '73 34	Morris and Essex*..... 50	14,008,100	J. & J.	Jul. '73 3	Coney Island & Brook. 100	500,000	"	"
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 6s	Nashua and Lowell..... 100	800,000	M. & N.	May '73 5	Dock, E. B'dw. & Brook. 100	1,200,000	F. M. A. N.	May '73 2
" " prof. 100	1,485,900	M. & S.	Mar. '73 6s	Naugatuck..... 100	1,877,900	F. & A.	Aug. '72 5	Eighth Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
Camden and Amboy* 100	5,847,500	J. A. J. O.	July '73 24	Nesquichon Valley* 50	1,000,000	M. & S.	Mar. '73 5	Elizabeth and Newark 100	200,000	"	"
Camden and Atlantic..... 50	27,020	"	"	Newark and N. York* 100	977,400	J. & J.	Jan. '72 24	Frankf. & Southw. (Ph.) 50	491,760	J. & J.	July '73 5
" " pref. 50	752,760	"	"	North Penn. 100	500,000	M. & N.	May '73 10	Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Cape Cod..... 100	1,020,330	J. & D.	Jan. '72 24	North Western 100	1,800,000	J. & J.	Aug. '69 12s	Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Cape May and Millville* 50	44,700	J. & D.	Dec. '72 3	Ohio and Mississippi* 100	2,000,000	J. A. J. O.	Sept. '72 3	Grand St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Catasauqua & Fogelsv. 60	426,900	Novemb.	"	New London Northern* 100	1,418,800	J. & J.	Jan. '73 5	Philadelphia and Dar'y 20	200,000	J. & J.	July '72 2
Catasauqua*..... 50	1,18,900	"	"	New York and Harlem 100	99,423,330	J. & O.	Apr. '73 3	Philadelphia and Grey's Ferry 50	2,050,000	J. & J.	Oct. '71 6
" " pref. 50	2,200,000	M. & N.	May '73 6s	North and Hudson 100	8,050,000	J. & J.	Jan. '73 5	Lomb. & South Sts. (Ph.) 25	105,00	A. & O.	Jan. '73 5
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4s	North Eastern (N.C.) pref. 100	11,000,000	J. & J.	Jan. '73 5	Lynn and Boston 100	200,000	"	"
Cedar Rapids & Mo. R.* 100	6,850,490	M. & N.	May '73 4	North Pennsylvania 100	3,150,150	M. & N.	May '73 4	Malden and Melrose 100	200,000	"	"
" " pref. 50	709,600	F. & A.	Feb. '73 34	North Penn. 100	5,842,000	J. & J.	January	Metropolitan (Boston) 100	1,500,000	J. & J.	Jan. '73 4
Central of Georgia..... 100	4,866,800	J. & J.	July '73 5	North Western 100	8,068,400	J. & J.	June '72 3	Middlesex (Boston) 100	400,000	A. & O.	Apr. '73 3
Central of New Jersey..... 100	29,000,000	J. A. J. O.	July '73 4	Northern New Jersey* 100	1,000,000	J. & J.	July '73 4	Ninth Avenue (N.Y.) 100	971,320	"	"
Central Ohio*..... 50	6,245,000	J. & D.	June '73 3	Norwich & Worcester* 100	2,821,400	J. & J.	July '73 4	Orange and Newark 100	222,556	"	"
" " pref. 50	400,000	J. & D.	June '73 3	Ogdensburg & L. Champl.* 100	3,077,800	J. & J.	May '73 5	Philadelphia City 100	750,000	J. & J.	July '73 4
Chemung*..... 100	380,000	J. A. J. O.	July '73 14	" pref. 100	2,000,000	J. A. J. O.	July '73 4	Philadelphia and Dar'y 20	200,000	J. & J.	July '72 2
Cheshire, preferred..... 100	2,100,000	J. & J.	Jan. '73 24	Pacific of Missouri* 100	3,635,750	J. & J.	July '73 4	Sixth Avenue (N.Y.) 100	750,000	M. & N.	May '71 5
Chicago and Alton..... 100	8,929,300	M. & S.	Mar. '73 5	Panama..... 100	7,000,000	J. & J.	July '73 4	Third Avenue (N.Y.) 100	1,170,000	F. M. A. N.	May '73 3
" " pref. 100	2,425,400	M. & S.	Mar. '73 5	Paterson and Hudson 100	630,000	J. A. J. O.	July '73 3	13th & 15th street (Ph.) 100	1,000,000	J. & J.	July '73 1
Chicago, Burl. & Quincy* 100	18,652,910	M. & S.	Mar. '73 5	Petersburg and Ramap. 100	500,000	J. & J.	July '73 4	Somerville (Boston) 100	75,000	J. & N.	May '73 3
Chicago, Iowa & Nebras.* 100	3,916,300	J. & J.	July '73 4	Pittsburgh and Beaver Val. 100	1,250,000	J. & J.	July '73 4	South Boston 100	400,000	J. A. J. O.	July '73 24
Chicago & N. Western* 100	5,035,840	J. & D.	Dec. '72 3	Pittsburg and Erie* 100	6,004,000	J. & J.	Feb. '73 4	Union (Boston) 100	200,000	"	"
" " pref. 100	21,259,563	J. & D.	July '73 24	" pref. 50	2,400,000	J. & J.	July '73 4	Union (Phila.) 100	400,000	J. & J.	July '72 6
Chicago, R. I. & Pacific* 100	19,000,000	A. & O.	Apr. '73 4	Portland and Kennebec 100	616,700	J. & J.	July '73 4	West Philadelphia 100	400,000	J. & J.	Jun. '73 8
Cin., Ham. & Dayton* 100	3,500,000	A. & O.	Apr. '73 4	Yarmouth certificates 100	202,400	M. & S.	May '73 5	CANALS.			
Cin. Sand. and Clev.* 50	2,980,550	"	"	Portl., Saco & Portm. 100	1,259,450	M. & S.	May '73 5	Cheapeake & Delaware 100	1,983,565	J. & D.	June '73 3
" " pref. 50	4,294,040	M. & N.	May '73 3	Providence & Worcester* 100	1,259,000	J. & J.	May '73 5	Cheapeake and Ohio 100	8,229,691	"	"
Clev., Col., Cin. & Ind.* 100	14,991,215	F. & A.	Feb. '73 34	Raleigh and Gaston* 100	1,360,000	J. & J.	July '73 5	Cheapeake and Ohio 100	1,633,350	F. & A.	Feb. '73 4
Cleveland & Mahoning* 50	2,067,500	M. & N.	May '73 3	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '73 5	Cheapeake and Delaware 100	15,000,000	F. & A.	Feb. '73 5
Cleveland & Pittsburg* 50	10,236,150	F. & A.	June '73 14	Roch. & Genesee Val.* 100	557,600	J. & J.	July '73 4	Cheapeake and Delaware 100	5,847,400	J. A. J. O.	July '73 24
Col., Chic. & Ind. Cen.* 100	13,000,000	M. & N.	May '73 3	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 4	Cheapeake and Delaware 100	64,000	"	"
Columbus and Xenia* 50	1,788,800	J. & J.	July '73 24	Rutland* 100	2,700,000	J. & J.	July '73 4	Cheapeake and Delaware 100	8,789,800	M. & N.	May '71 5
Columbus & Hocking Val.* 100	2,500,000	J. & J.	July '73 24	" preferred 100	2,000,000	J. & J.	July '73 4	Cheapeake and Delaware 100	1,005,500	J. & J.	July '73 3
Concord..... 100	1,040,000	F. & A.	Feb. '73 34	Special Imp. 100	2,000,000	J. & J.	July '73 4	Cheapeake and Delaware 100	1,025,000	F. & A.	Aug. '72 2
Concord and Porta.* 100	350,000	M. & N.	July '73 24	Pittsfield & Adams 100	4,000,000	J. & J.	July '73 4	Cheapeake and Delaware 100	1,175,000	F. & A.	Aug. '72 6
Conn. & Passaic p. 100	2,100,000	F. & A.	Feb. '73 34	" pref. 50	2,400,000	J. & J.	July '73 4	Cheapeake and Delaware 100	4,337,950	"	"
Connecticut River* 100	1,85,000	J. & J.	July '73 24	Phil., Ger. & Norristown* 100	1,620,250	M. & S.	June '72 34	Cheapeake and Delaware 100	5,962,000	J. & J.	Jan. '73 5
Cranberry and Susq.* 100	207,385	"	"	Philadelphia and Reading 100	32,684,375	J. & J.	July '73 5	Cheapeake and Delaware 100	500,000	J. & J.	July '73 2
Cumberland Valley* 50	1,494,250	J. & O.	Apr. '73 4	" pref. 50	1,651,800	J. & J.	July '73 5	Cheapeake and Delaware 100	5,962,000	J. & J.	Feb. '73 5
Danbury and New Haven* 50	400,000	J. & J.	Jan. '73 24	Phila., Wil. & Balt. 100	1,259,100	J. & J.	July '73 24	Cheapeake and Delaware 100	64,000	"	"
Delaware*..... 100	1,230,041	J. & J.	July '73 5	Pitts., Ft. W. & Chi.* 100	1,714,285	J. & J.	July '73 4	Cheapeake and Delaware 100	8,789,800	M. & N.	May '71 5
Del. Lockaw. & Western* 50	18,663,850	J. A. J. O.	July '73 5	" Special Imp. 100	2,000,000	J. & J.	July '73 4	Cheapeake and Delaware 100	1,005,500	J. & J.	Jan. '73 3
Detroit & Milwaukee* 50	822,140	"	"	" pref. 50	1,620,250	M. & S.	June '72 34	Cheapeake and Delaware 100	1,025,000	F. & A.	Aug. '72 2
" " prof. 50	2,096,000	J. & J.	Dec. '69 7	Philadelphia and Headng 100	32,684,375	J. & J.	July '73 5	Cheapeake and Delaware 100	1,175,000	F. & A.	Aug. '72 6
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '73 3	" pref. 50	1,651,800	J. & J.	July '73 5	Cheapeake and Delaware 100	4,337,950	"	"
Erie and Pittsburg* 100	1,090,250	M. & S.	July '73 4	Philadelphia and Reading 100	1,620,250	J. & J.	July '73 5	Cheapeake and Delaware 100	5,962,000	F. & A.	Feb. '73 4
Fitchburg..... 100	4,000,000	J. & J.	July '73 4	" pref. 50	1,651,800	J. & J.	July '73 5	Cheapeake and Delaware 100			

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	When payable.	Market	Price		Amounts outstanding.	Interest.	Payable.	Payable.	Price
	Rate.	Rate.	When payable.	Market	Price		Rate.	Rate.	Payable.	Payable.	Price
National Securities June 1, 1873.											
Loan of June 14, 1858..... registered	\$6,045,000	5	Jan. & July.	1874	124		Massachusetts—(\$30,712,882):				
coupons	13,955,000	5	"	1874			State (public works) scrip, '72...	706,000	5	Vario	'72-'80
Loan of February 8, 1861..... registered	13,759,000	6	Jan. & July.	1880	118		State (public works) scrip.....	364,000	6	June & Dec.	'72-'77
coupons	4,656,000	6	"	1880	119		Union Fund Loan, 1861.....	2,500,000	6	Jan. & July.	'72-'76
Oregon War Bonds of March 2, 1861.... coupon	945,000	6	Jan. & July.	1881	109		Union Fund Loan, 1862.....	600,000	5	"	'77-'78
Loan of July 17, and Aug. 5, 1861.... registered	126,560,650	6	Jan. & July.	1881	118		Coast Defense Loan, 1863.....	888,000	5	"	1883 97
coupons	63,760,700	6	"	1881	119		Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1884 99
Loan of Feb. 25, 1862 (5-20%).... registered	30,634,500	6	May & Nov.	1882	116		Bounty Loan, 1864, £826,600 sig.	4,900,744	5	"	1894
coupons	232,037,850	6	"	1882	117		War Loan (5-20) cur. 1866.....	2,561,500	6	Mar. & Sept.	1886
Loan of March 3, 1863..... registered	53,552,450	6	Jan. & July.	1881	118		R. R. & Hoosac T. bonds, £1,448,700 sig.	7,172,451	5	April & Oct.	'88-'93
coupons	21,447,550	6	"	1881	119		R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	6	"	" 90-'93
Loan of March 3, 1864 (5-20%).... registered	2,292,000	6	May & Nov.	1884	116		Loan (B. H. & Erie R. R.) £748,600 sig	3,599,024	6	Jan. & July.	1900
coupons	32,434,850	6	"	1884	117						
coupons	34,508,300	6	"	1884	118						
Loan of March 3, 1865 (5-20%).... registered	36,356,750	6	May & Nov.	1885	116						
coupons	119,156,700	6	"	1885	117						
2d series (5-20%).... registered	58,758,000	6	Jan. & July.	1886	116						
coupons	148,473,100	6	"	1886	117						
3d series (5-20%).... registered	90,006,000	6	Jan. & July.	1887	115						
coupons	224,568,550	6	"	1887	118						
4th series (5-20%).... registered	14,174,000	6	Jan. & July.	1888	115						
coupons	24,357,900	6	"	1888	114						
Loan of March 3, 1864, (10-40%).... registered	140,198,450	6	Mar. & Sept.	1904	114						
coupons	54,568,850	6	"	1904	114						
Consols..... registered	70,418,300	5	F. M. A. & N.	1881	116						
coupon	.....	5	"	1881	115					
Consois..... registered	.....	4	F. M. A. & N.	1886	116					
coupon	.....	4	"	1886	117					
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	14,000,000	3	Dem.	.....	.....				
Navy Pension Fund of July 23, 1868.....(cur.)	678,000	3	Irrad.	.....	.....				
Certificates of Indebtedness 1870.....(cur.)	64,623,512	4	1876	.....	.....				
Pacific R. R. Bonds.....(currency)	U. S. Notes and Fractional Currency	401,359,265	6	Jan. & July.	'95-'99	114	New Jersey—(\$4,596,200):				
State Securities, latest dates.											
Alabama—(\$16,42 ,000):											
Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59		New Hampshire—(\$2,405,400):				
Bonds (new), '66, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83						
Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	'01	.....					
Railroad Bonds endorsed, 1870 and '71.	13,600,000	8	"	"	'00-'01						
Arkansas—(\$ 0,000,00):											
Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'90	39		New York—(\$35,121,600):				
Levee Bonds, 1871.....	2,185,000	7	"	1901	.....					
Deficiency Bonds, 1872.....	300,000	7	"	1882	.....					
Railroad Aid Bonds, 1869 '70 and '71.	5,405,000	7	April & Oct.	'89-'91	.....					
California—(\$3,1 ,500):											
Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	117						
Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	'83-'85	.....					
Capital Capital Bonds, 1871.....	250,000	7	"	1891	.....					
Connecticut—(\$5,767,500):											
War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	.....					
War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	"	'82-'84	99						
War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	.....					
War Loan, Oct. 1, 1866 (20s) tax free.....	1,741,100	6	"	1886	.....					
Florida—(\$ 7,8,865):											
Convention Bonds 1868.....	30,000	8	April & Oct.	1888	.....					
Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	.....					
Bonds, 1871.....	210,000	7	Various.	1901	.....					
Loan to Jack, Pensa, & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	.....					
Georgia—(\$10,494,500):											
Bonds for W. & Atl. R. 1842, '43, '44-'48	866,900	6	Various.	89	.....					
Bonds for W. & Atl. R. 1842 and 1848.....	276,500	7	Various.	.....	.....				
Bonds for Atl. & Gulf R. R., '58, '59, '60-'61	600,000	6	Feb. & Aug.	'72-'74	.....					
Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	"	1886	.....					
Bonds of Act of March 12, 1866.....	3,910,000	7	Jan. & July.	'72-'74	.....					
Bonds of Act of Sept. and Oct. 1870.....	4,880,000	7	Various.	1886	.....					
Railroad endorsements, to July 1872.....	12,000,000	7	Various.	1890	.....					
Illinois—(\$2,133,634):											
Interest Bonds, inscribed stock, 1847.....	971,834	6	Jan. & July.	1878	.....					
Refunded Stock Bonds, 1859.....	348,000	6	"	1878	.....					
Thornton Loan Bonds, 1861.....	102,000	6	"	1878	.....					
War Loan Bonds, 1861.....	417,000	6	"	1880	.....					
Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	.....					
Kansas—(\$1,336,675):											
State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	1881	.....					
State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'83-'84	.....					
Kentucky—(\$2,758,510):											
State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	1873	.....					
State Bonds, 1840 to 1851.....	683,000	6	April & Oct.	1873	.....					
Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	71-'72	.....					
Louisiana—(\$21,214,800):											
State Bonds, to R. R. Co's, 1840 to 1866.....	1,830,000	6	Various.	'93-'95	50						
Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	.....					
Funded coupons (new) 1866-'68.....	997,000	6	"	'86-'88	.....					
Levee Bonds 1867.....	4,000,000	6	May & Nov.	1907	.....					
" 1868	1,000,000	8	Various.	1876	.....					
" 1870	3,000,000	8	Mar. & Sept.	1876	.....					
Funded Floating Debt 1870.....	3,000,000	8	May & Nov.	1910	.....					
Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	.....					
State B'ds (N.O., Mob. & Chat. R. R.) '70-'71	3,250,000	7	Jan. & July.	1906	.....					
Redemption (certificates) Bonds 1866.....	256,000	6	"	1889	.....					
Int. (Miss. & Mex. G. S. Can.) Bonds 1869.....	480,000	7,3	Mar. & Sept.	1889	.....					
Int. (N. La. & Tex. R. R.) Bonds 1869.....	546,000	8	April & Oct.	1898	.....					
Maine—(\$7,227,900):											
Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	.....					
War and Bounty Bonds, 1863 and '64.....	3,832,500	6	"	'83-'89	99						
Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1899	99						
Maryland—(\$12,436,718):											
Bonds to R. R. and Canals, 1827-'47.....	1,537,222	5	J. A. J. & O.	1890	.....					
Bonds to R. R. and Canals, (stg) 1838.....	5,985,544	5	"	1890	.....					
Bonds to R. R. and Canals, 1834-'39.....	590,040	6	"	1890	96						
Bonds to Ches. & Ohio Canal 1870.....	3,030,945	6	Jan. & July.	1885	95						
Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1885	104						
Virginia—(\$46,926,208):											
State Stock (old) registered.....	22,081,202	6	Jan. & July.	'86-'90	.....					
State Bonds (old) coupon.....	11,105,000	6	"	'86-'90	.....					
State Bonds, sterling coupon.....	1,865,000	6	"	'86-'90	.....					
Funded Interest Bonds 1866-'67.....	6,022,425	6	"	'86-'90	.....					
Funded Interest sterling, 1867.....	466,250	6	"	'86-'90	.....					

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:												
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Brunswick and Albany:					
Alabama Central:							1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1898
1st Mortgage.....	1,300,000	8	Jan. & July.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893
Alabama and Chattanooga:							Buffalo, Bradford and Pittsburg:					
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....	General Mortgage.....	580,000	7	Jan. & July.	New York	1896
2d Mortgage	9,000pm	8	"	"	1889	....	Buffalo, Corry and Pittsburg:					
Alabama and Georgia:							1st Mortgage.....	700,000	7	March & Sept.	New York.	1886
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Buffalo, New York and Erie:					
Albany and Susquehanna :							1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1896
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Burlington, Cedar Rapids & Minn.:					
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899
Albany Loan	1,000,000	6	"	"	Albany.	1895	Burlington and Missouri River:					
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	
Allegheny Valley :							Stock Bonds pref. 3d lien.....	1,200,000	7	"	"	1878
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	
Androscoggin:							Stock (common) Bonds.....	1,377,849	8	"	"	1889
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:					
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,567,971	8	Jan. & July.	Boston.	1894
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	Burlington and Southwestern:					
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1896
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):					
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1890	87	1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	"	1902	...	Cairo and St. Louis (3 ft. gauge):					
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901
1st Mortgage (guar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	88	Cairo and Vincennes:					
Atlantic and Great Western:							1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	California Pacific :					
2d Mortgage (gold).....	12,000,000	7	March & Sept.	"	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	Camden and Atlantic :					
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879
Consolidated(265 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Camden and Burlington County :					
Sectional (S.A. & G. R.R.) bonds	310,000	7	"	"	var.		Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	170-177
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	....	Canada, Michigan and Chicago :					
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	"		1st Mort. (skg fd) for \$2,750,000..	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906
Atlanta and Lake Erie:							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879
1st Mort. (gold) for \$5,000,000....		7*	Jan. & July.	New York.	1901	....	Catawissa :					
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882
1st Mortgage for \$15,000,000....		7	Jan. & July.	New York.	1901	....	1st Mortgage (new).....	1,300,000	7	"	"	1900
Atlantic and North Carolina:							Chattel Mortgage.....	158,350	5	"	"	'80-'89
Atlantic and Pacific:							Cazenovia and Canastota:					
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890
1st Mort. (So. Pac. R.R.) gold bds	7,250,000	6*	"	"	1888	....	Cedar Falls and Minnesota (I.I.C.):					
Atlanta and St. Lawrence:							1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884
1st Mortgage (sterling) of 1868...	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907
2d Mortgage (sterling) of 1864...	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (Cedar Rapida & Mo. Riv. (C&N W):					
3d Mortgage (sterling) of 1871...	712,932	6*	May & Nov.	"	1891	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p.m.	2,332,000	7	May & Nov.	"	1910
2d Mortgage	100,000	7	"	"	1884	....	Central Branch Union Pacific:					
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895
Loan of 1855 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	99	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"	1895
Loan of 1850-'80.....	579,500	6	"	"	1880	99	Central of Georgia:					
Loan of 1855-'56.....	1,710,500	6	April & Oct.	"	1885	97	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875
Loan of 1855-'90 (Balt.) skg fd.....	3,645,833	6	Jan. & July.	"	1890	....	1st Mortgage, gold, \$16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899
Loan of 1870-'90 (stg.) skg fund.....	3,788,752	6	March & Sept.	London.	1895	....	2d Mortgage, gold, \$4,000 p.m.	812,000	7*	April & Oct.	"	1901
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	Central of New Jersey:					
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	"	"	1885	92	2d (now 1st) Mortgage (balance).....	174,000	7	May & Nov.	New York.	1875
Baltimore and Potomac:							Convertible bonds of 1872.....	1,725,000	7	"	"	1902
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890
1st Mortgage (R.R.) gold guar.....	3,500,000	6*	April & Oct.	"	1911	....	Loan of Leb. C. & Nav. Co. (asv'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897
Bangor and Piscataquis:							Central Ohio (B. & O.):					
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,600,000	6	March & Sept.	Baltimore.	1890
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Pacific of California:					
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,886,000	6*	Jan. & July.	New York.	1895-1900
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,500,000	7*	"	"	1900
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1885
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1890
Belfast and Moosehead Lake :							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	1890-91
1st Mortg. (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr., Okld & Ala.).....	1,500,000	8*	"	"	1890
Bellefonte and Southern Illinois:							1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900
1st Mort., guar. by St. L.A. & T.H.	1,100,000	6	April & Oct.	New York.	1896	96	Land bonds (Gen. Pac. Co.) gold	9,153,000	6*	"	"	1890
Beloit and Madison (C. & N.W.):							Charterhouse :					
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901
Belvidere Delaware:							Cheraw and Darlington :					
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888
2d Mortgage { C. A. Co. and	492,500	6	March & Sept.	Princeton.	1885	84	2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888
3d Mortgage { Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81	Cheraw and Salisbury :					
Blue Ridge, (S. Car.):							1st Mortgage for \$250,000.....	2,100,000	7	Jan. & July.	New York.	1895
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cherokee :					
Boston and Albany:							1st Mort. guar. by Ga. \$12,500 p.m.	400,000	7	June & Dec.	Atlanta.	1891
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104	Cherry Valley, Sharon & Albany :					
Boston, Clinton and Fitchburg:							1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	92	1st Mort. con. guar. by A. & S. Co.	10,000,000	6*	May & Nov.	New York.	1899
1st Mortgage (Equalization)....	248,000	7	"	"	1889	94	1st Mort. (Va. Cen.) guar. by Va.	100,000,000	6	Jan. & July.	"	1880
1st Mortgage (consolidated)....	188,000	6	"	"	1890	90	3d Mort. (") coupon.....	918,000	6	Jan. & July.	"	1884
Equipment M. - gage.....	100,000	8	April & Oct.	"	1881	95	Income (") coupon.....	300,000	8	"	"	1876
Boston, Concord and Montreal:							Funded Interest, coupon.....	160,500	8	"	"	1877
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	93	Cheshire :					
1st Mortgage (7 m.).....	76,000	6	Feb. & Aug.	New York.	1866	....	Coupcn bond's (no Mort.).....	809,400	6	Jan. & July.	Boston.	175-180
1st Mortgage (224 m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....	Chester Creek :					
1st Mortgage (224 m.)	200,000	7	"	"	1870		1st Mortgage guar. by F. W. & B.					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.						When.	Where.
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):				
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.
Chester and Tamaqua:	680,000	7	May & Nov.	New York.	1901	....	2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cinc., Richmond & Fort Wayne:				
Chicago and Alton:	256,000	7	May & Nov.	New York.	1877	102	1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.
1st Mortgage, pref. sinking fund.	2,408,000	7	Jan. & July.	"	1893	104	1st Mort. (San. Day. & Cin. S.F.).....	688,000	7	Feb. & Aug.	Boston.
2d Mortgage.....	1,100,000	7	April & Oct.	"	1888	94	1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	"
2d Mortgage Income.....	564,000	7	"	"	1894	91	Cincinnati and Springfield:				
1st Mort. (St.L.J. & C.) assumed	188,000	7	"	"	1898	....	1st Mortgage and Terre Haute:				
2d Mort. ("")							1st Mort. (Ind. Div.) for \$6,000,000		7	April & Oct.	New York.
Chicago, Burlington and Quincy:	2,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:				
Trust Mortgage skg fund.....	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m.		7	Jan. & July.	New York.
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:	2,214,000	7	May & Nov.	New York.
2d Mort. (Northern Cross) gold.	941,000	4	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	272,000	7	June & Dec.	"
Loan of 1872.....	6,9-3,235	7	Jan. & July.	Boston.	1896	95	1st Mort. (Bell. and Ind. R.R.).....	514,000	7	Jan. & July.	"
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):				
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	1879	....	1st Mortgage 1863.....	650,000	7	Feb. & Aug.	New York.
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1880	96	3d Mortgage (sinking fund) 1866.....	487,900	7	March & Sept.	"
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1879	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	"
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	"	1890	97	Clev., Mt. Vernon and Delaware:				
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	97	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.
1st Mort. (O. & Fox Rv.) guar.	1,200,000	8	"	"	1890	94	Cleveland and Pittsburg (Pa. Co.):				
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	97	2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"
1st Mortgage.....							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"
Chicago, Clinton & Dubuque:	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	"
1st Mort. guar. C. & B. & Q.:							Colebrookdale:				
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	"	"	1912	90	Colorado Central (3 ft. gauge):				
Chicago, Dubuque & Minnesota:	4,100,000	8	June & Dec.	Boston.	1896	78	1st Mortgage.....	225,000	8	June & Dec.	Boston.
1st Mortgage guar. \$25,000 p. m.							Columbus, Chicago & Ind. Cent.:				
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.
1st Mortgage for \$19,000 p. m.							2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	"
Chicago and Iowa:	1,750,000	8	Jan. & July.	New York.	1900	96	Columbus, Springfield and Cin.:				
1st Mortgage for \$2,200,000.....							1st M. (assumed by Cinn. S. & C.):	1,000,000	7	March & Sept.	New York.
Chicago, Iowa and Nebraska:	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.
2d Mort. (now 1st) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	"
Chicago and North western:							General Mortgage.....	1,000,000	7	April & Oct.	"
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	Columbus and Xenia:				
Funded coupons (193 m.)	755,000	7	May & Nov.	"	1883	95	1st Mortgage, guar. by Pa. Co.:	302,000	6	March & Sept.	New York.
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	"	1885	101	Connecticut and Passaic Riv.:				
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.
Green Bay Ext. (26m & 76,000 a.)	300,000	7	"	"	1885	....	Notes payable, conv. at par.	594,000	7	"	"
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	"	1882	103	Connecticut River:				
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	"	1875	99	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	Connecticut Valley:				
Eight & State Line ("")	135,000	7	"	"	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	"	1898	95	Connecticut Western:				
Consol. skg fund (C. & N.W.R.Y.)	2,550,000	7	F. M. A. & N.	"	1915	94	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.
Equipm't (Eng & Cars \$2,750,000)	215,000	10	May & Nov.	"	1871	....	Connecting (Philadelphia):				
1st Mort. (Madison Exten.) gold	3,150,000	7*	"	"	1911	....	1st Mort. A.B.C.D. & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.
1st Mort. (Menomonie Extn.) gold	2,700,000	7*	June & Dec.	"	1911	....	Cooperstown and Susq. Valley:				
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	95	1st Mortgage.....	100,000	7	March & Sept.	New York.
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	Cowanesque Valley:				
2d Mort. ("")	10,500	7	June & Dec.	"	1898	....	1st Mortgage, gold.....	100,000	7	Jan. & July.	New York.
1st Mort. (Chi. & Mil. R.W.R.) guar.	1,135,000	7	Jan. & July.	"	1898	93	Cumberland & Penn. (Consol. Coal):				
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1898	....	1st Mortgage.....	903,500	7	March & Sept.	New York.
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	"
1st Mort. (skg f'd gold \$25,000pm)							Cumberland Valley:				
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	"	"
1st Mort. of Nov. 1, '71, \$16,000pm		8	March & Sept.	"	1891	....	Plain bonds.....	81,800	6	Jan. & July.	"
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:				
1st Mortgage for \$8,000,000.....							1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.
Chicago and Paducah (C. & B. & Q.):							1st Mortgage of July 1, 1870.....	200,000	7	"	"
1st Mort. \$26,000 p. m. gold.....							Danv., Hazleton & Wilkesbarre:				
Chi., Pekin & Southw'n (C.B.&Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.
Chicago, Rock Island and Pacific:							Dayton and Michigan (C.H. & D.):				
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mortgage sinking fund guar.....	2,783,000	7	Jan. & July.	New York.
1st Mort. skg fund (C. & R. I. & Pac.)	8,000,000	7	"	"	1896	103	2d Mortgage, guar.....	642,000	7	March & Sept.	"
Chi. & Southw'n's (C. & R. I. & Pac.):							3d Mortgage, guar.....	700,000	7	April & Oct.	"
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107	Toledo Det. of bonds guar.....	169,500	7	March & Sept.	"
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Dayton and Union:				
Chicago & Wisconsin Midland:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.
1st Mort. g'd skg f'd for \$41,000,000							2d Mortgage.....	185,000	7	June & Dec.	"
Chicago and Superior:							Income Bonds.....	262,445	6	"	"
1st Mortgage, Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Dayton and Western (Pa. Co.):				
1st M. (Chi. & Sup.) g'd \$5,000,000		7*	Jan. & July.	"	1902	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.
Chillicothe & Brunswick:							1st Mortgage.....	426,000	6	"	"
1st Mort. guar. by St. L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....	Decatur, Sullivan and Mattoon:				
Cincinnati, and Baltimore:							1st Mortgage.....	500,000	8	March & Sept.	New York.
1st Mort. guar. by B. & O. & M.C.:	274,000	7	Jan. & July.	Baltimore.	1900	91	1st Mortgage.....	500,000	8	"	"
Cincinnati, Hamilton and Dayton:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.
1st Mort. of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage.....	1,111,000	7	April & Oct.	New York.
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	2d Mort. (Del. Lack. & Wtn.):	1,633,000	7	March & Sept.	"
2d Mortgage of 1867.....	282,000	8	June & Dec.	"	1877	....	Convertible b'ds (Del. Lack. & W.):	5,000,000	7	June & Dec.	"
Cincinnati and Indianapolis June:							Denver Pacific:				
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold, land grant.....	2,500,000	7	May & Nov.	New York.
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	1st Mort. gold, skg fund tax free.....	16,000pm	7	May & Nov.	N.Y.L. & Ams.
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	Des Moines Valley:				
Cincinnati, Lafayette and Chi.:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....	1st Mortgage Land grant.....	4,000,000	8	"	"
Cin. & Martinsville (I.C. & La.F.):							1st Mort. gold, land grant.....	2,500,000	7	May & Nov.	"
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	Denver & Rio Grande (8 ft. gauge):				
Cincinnati & Muskingum Valley:	1,500,000										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Detroit, Eel River and Illinois:						Framingham and Lowell:								
1st Mortgage for \$22,000 p.m.	\$.....		8	Jan. & July.	New York.	1891	....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:						Frederick and Pennsylvania Line:								
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	19	1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1890	....
2d Mortgage	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C. & N. W.):						
Detroit, Lansing & L. Michigan:						1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103		
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97	2d Mortgage	948,000	7	May & Nov.	"	1875	98	
Detroit and Milwaukee:						Elgin and State Line Purchase	135,000	6	Jan. & July.	"	1878	....	
1st Mortgage, (D. & M. R. Y.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge	200,000	7	"	"	1884	....
2d Mortgage ("")	1,900,000	8	"	"	1875	....	Georgia (and Banking):						
1st Mortg. Coup. (D. & M. R. Y.)	626,924	7	Jan. & July.	"	1875	....	Company bonds (debentures):	681,000	7	Jan. & July.	Augusta.	172-86	....
2d Funded Coup. ("")	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....
Oakl. & Ottawa R. R. cur. bonds	51,000	7	"	"	1873	....	2d Mortgage gold	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L. Sh. & M. S.):						Grand Rapids & Indiana:								
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	100	1st Mortgage gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:						1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1890	....	
1st Mortgage gold tax free						Grand River Valley (Mich. C.):								
Dubuque Southwestern:						1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....	
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	95	2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	1879	100	
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburg:						Equipment Bonds £500,000..	2,500,000	6*	April & Oct.	London.	....		
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 £270,500	1,310,000	4	"	"		
Dutchess and Columbia:						Postal & Military bds £1,200,000	6,000,000	6*	Feb. & Aug.	"				
1st Mortgage Jan. 1, 1886	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds £1,685,765	14,191,65	5*	Jan. & July.	"		
East Alabama and Cincinnati:						2d Preference Bonds £1,685,765	8,428,23	4*	"	"				
1st Mort. end \$16,000 p.m. by Ala.						Provincial Debentu's £3,111,500	15,557,500	....			Ottawa.	....	
East Brandywine & Waynesburg:						Great Western of Canada:								
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	
2d Mortgage	35,000	8	"	"	1878	....	Common (Company) Bonds	1,384,117	4	"	"	172-73	
East Pennsylvania (Ph. & Rdg.):						Common ("") Bonds	2,992,975	6	May & Nov.	"	"	173-76		
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101	Common ("") Bonds	2,662,067	5	April & Oct.	"	"	177-78	
East Tenn. & Georgia (E. T. V. & G.):						Common ("") Bonds	4,867	5	"	"	"	1881		
1st Mortgage	870,000	6	Jan. & July.	New York.	176-86	Common ("") Bonds	3,650,000	6	June & Dec.	"	"	1890	
East Tenn. & Vir. (E. T. V. & Ga.):						Greenville and Columbia:								
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	
East Tennessee, Virginia & Ga.:						1st Mortgage not guaranteed..	376,768	7	"	"	"	'81-'86		
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	92	Greenwich and Johnsonville:							
Eastern Mass.:						1st Mortgage	130,000	7	May & Nov.	New York.	1889	....	
English Loan, July 1, 1882	383,000	6*	Jan. & July.	London.	1872	Hackensack & New York Ext.:							
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R. R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mort. Naple & T. W. & W.:							
Loan of 1865-'66	160,000	6	April & Oct.	"	1885	....	1st Mortgage	675,000	7	May & Nov.	New York.	1898	85
Loan of 1868-'69	500,000	6	March & Sept.	"	1888	91	2d Mortgage	225,000	7	Jan. & July.	"	1890	....
Loan of 1869-'70	1,000,000	6	May & Nov.	"	1889	90	Hannibal & Central Missouri:							
Loan of 1872-'73	1,500,000	7	"	"	1882	101	1st Mortgage gold, tax free..	1,000,000	7	May & Nov.	New York.	1890	87	
Eastern Shore (Md.):						2d Mortgage	250,000	7	Feb. & Aug.	"	1890	....	
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	Hannibal and St. Joseph:							
2d Mortgage	180,000	6	April & Oct.	"	1882	....	Missouri State Loan	1,500,000	6	Jan. & July.	New York.	171-77	89
Elizabethtown and Paducah:						Missouri State Loan	1,500,000	6	"	"	"	177-88		
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m.)	51,000	10	"	"	1872	
Elmira and Williamsport (N. Cen.):						Five years' notes (277 m.)	139,300	8	Various	"	"	1874		
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	96	Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	89	
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59	1st Mort. (Q. & Palm. R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
Erie Railway:						1st Mort. (K. City & Cam. R. R. 55 m.)	1,200,000	10	Jan. & July.	"	"	1886	99	
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	105	
2d Mortgage convertible	4,000,000	7	March & Sept.	"	1879	102	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
3d Mortgage	6,000,000	7	"	"	1883	101	Harlem Extension:							
4th Mortgage convertible	4,441,000	7	April & Oct.	"	1880	97	1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible	926,500	7	June & Dec.	"	1888	96	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94	
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	"	1891	Harrisburg and Lancaster:							
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co.	200,000	7	April & Oct.	Boston.	1891	....
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	"	NY & London.	1920	96	Hartford and New Haven:						
Erie and Louisville:						1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....	
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	Hartford, Providence and Fishkill:							
Erie and Pittsburg (Penn.):						1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....	1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	"	1876	....
2d Mortgage	115,200	7	March & Sept.	"	1890	1st Mort. Wayne & Monroe (F. & P. M.):							
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1892	....	1st Mortgage guar., tax free..	1,000,000	8	Jan. & July.	New York.	1901	....
Equipment Mortgage	600,000	7	April & Oct.	"	1890	Holyoke and Westfield:							
European & American (M.):						1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....	
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	Housatonic:							
1st L. M. (2d on 55, 42d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Boat.	1877	....
Evanaville and Crawfordsville:						2d Mortgage	100,000	7	Feb. & Aug.	"	"	1885		
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	3d Mortgage of 1869	100,000	6	April & Oct.	New York.	1889	....
1st Mortgage "	150,000	7	March & Sept.	"	1889	Houston and Texas Central:							
1st Mort. (Rockville Extension).						1st Mortgage L. G. skg fund, gold	6,520,000	7*	Jan. & July.	New York.	1901	....	
Evaneville, Henderson & Nashv.:						2d Mortgage	200,000	7	Feb. & Aug.	"	"	1876		
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....	3d Mortgage	1,894,000	7	June & Dec.	"	1885	101
Evanaville, Terre Haute & Chi.:						3d Mortgage	180,000	7	May & Nov.	"	"	1885		
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	Hudson Connecting (NY & O Mid.):							
Fall River, Warren & Providence:						1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....	
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	Huntingdon and Broad Top Mt.:							
Flint and Pere Marquette:						1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104		
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1890	....	2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (4)	1,251,000	7	April & Oct.	"	1895	61
" 3d series (52,091) ex.f.	2,946,000	8	March & Sept.	"	1888	Illinois Central:							
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	"	1888	....	Construction bonds						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.	
			When.	Where.						When.	Where.
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:				
1st Mortgage(Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	---	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.
1st Mortgage(L. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	---	Consel. registered July 1, 1870.....	4,124,000	7	J. A. J. & O.	"
1st Mortgage(") of 1869	1,566,000	7	June & Dec.	"	1899	---	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"
Indianaopolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"
1st Mortg.		7	Jan. & July.	New York.	1916	---	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"
1st Mortgage....	2,000,000	7	March & Sept.	"	1916	---	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"
1st Mortgage.....		7	April & Oct.	"	1916	---	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"
2d Mortgage.....	1,000,000	7	"	"	1900	---	3d Mort. Oct. 1, '61.....	1,000,000	7	April & Oct.	"
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	---	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"
Iowa Eastern:							Mort. April 1, 1866.....	860,000	7	April & Oct.	"
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	---	1st Mort. May 1, 1855 M. S. & N. I.	5,256,000	7	May & Nov.	"
Iowa Falls & Sioux City (Illi. Cen.):							2d Mort. Oct 31, 1857.....	2,663,000	7	"	"
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	---	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"
Iowa Midland (C. & N. W.):							Mort. July 1, 1862.....	200,000	7	Jan. & July.	"
1st Mort. \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1866.....	300,000	7	March & Sept.	"
Ironton (Penn.):							Mort. April 1, 1868.....	3,000,000	7	April & Oct.	"
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	---	1st Mort. Aug. 1, 1856 (D.M. & Tol.).	924,000	7	Feb. & Aug.	"
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W. P.).	400,000	7	Jan. & July.	"
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th. R.).	100,000	8	"	"
Jackson, Lansing & Saginaw (M.C.):							1st Mort. July 1, 1863 (J. & Frank.).	840,000	7	"	"
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	99	2d Mort. Jun. 1, 1869.....	500,000	7	June & Dec.	"
2d Mortgage.....	500,000	8	March & Sept.	"	1888	---	Leavenworth, Lawr. & N. West'n:	600,000	7	April & Oct.	Philadelphia.
1st Mortgage, Northern Ext.:	940,000	8	May & Nov.	"	1890	---	1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.
Jacksonville, Pensac. and Mobile:							Leaven, Lawrence & Galveston:	3,000,000	10	Jan. & July.	N. Y. & Bost.
1st Mort. Florida State Loan g'd James' & Frank. (L.S. & M. S.):	4,000,000	8	Jan. & July.	New York.	1900	---	1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	"
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	---	Lehigh and Lackawanna:	300,000	7	Feb. & Aug.	Philadelphia.
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	---	Lehigh Valley:	902,000	6	May & Nov.	Philadelphia.
Jefferson (Erie):							1st Mortgage (old loan).....	8,546,000	6	June & Dec.	"
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	---	2d Mortgage for \$6,000,000.....	4,712,000	7	March & Sept.	"
2d Mort. ("").....	94,000	7	"	"	1889	---	Lexington & St. Louis (P. of Mo.):	1,000,000	6	June & Dec.	New York.
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	---	Little Miami:	1,474,000	6	May & Nov.	New York.
Jeffersonville, Madison & Indiana:							1st Mortgage.....	500,000	6	Jan. & July.	"
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	---	Street Connection Bonds.....	2,000,000	6*	May & Nov.	Philadelphia.
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	---	Little Rock and Fort Smith:	5,000,000	10	Jan. & July.	N. Y. & Bost.
1st Mortgage (Ind. Mad. guar).....	397,000	7	May & Nov.	"	1882	---	Land Grant sinking fund.....	1,000,000	6	June & Dec.	New York.
2d Mortgage (Jeffersonville It. R.).....	345,000	7	April & Oct.	"	1873	---	Little Schuylkill (Phila. & Rdgs.):	771,500	7	April & Oct.	Philadelphia.
Joliet and Chicago (C. & Alton):							1st Mortgage, guaranteed.....	1,500,000	8*	F. M. & A. N.	New York.
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1892	101	1st Mortgage gold.....	200,000	7	Jan. & July.	"
Joliet & Northern Ind. (Mich. C.):							1st Mortgage (new loan) tax free.....	175,000	7	Feb. & Aug.	"
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	---	Long Dock (Erie):	200,000	6	Jan. & July.	New York.
Junction (Cin. & Indianapolis):							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	"
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	---	Long Dock, by Delaware.....	3,500,000	7	Feb. & Aug.	Philadelphia.
2d Mortgage.....	798,500	7	March & Sept.	"	1893	---	Long Island:	500,000	6	May & Nov.	"
1st Mortgage (Newcastle Br.):							1st Mortgage main line.....	600,000	6	Jan. & July.	New York.
1st Mortgage, guaranteed.....	250,000	7	June & Dec.	"	1884	---	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"
Junction and Breakwater:							1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"
1st Mort. guar. by Delaware.....							General Mortgage.....	775,000	7	Jan. & July.	"
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	95	Louisville, Cincinnati and Lexington:	3,000,000	7	Jan. & July.	"
Kalamazoo and Schoolcraft:							2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	---	1st Mortgage (main line 185 m.):	554,000	7	Jan. & July.	New York.
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Memph. Br. 46.37 m.):	139,000	7	May & Nov.	"
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100	1st Mort. (Leb. Br. Ext. 72.32 m.):	88,000	7	May & Nov.	"
Kalamazoo & White Pigeon:							Consol. M. for \$8,000,000 (392 m.):	6,647,000	7	April & Oct.	"
1st Mort. assumed by L.S. & M. S.:	400,000	7	Jan. & July.	New York.	1890	---	1st Mortgage gold, \$25,000 p. m.:	2,875,000	7*	— & —	New York.
Kan. City, St. Jo. & Coun. Bluffs:							Macon and Augusta:	1,050,000	7*	— & —	"
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Bost.	1888	---	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.
2d Mort. ("").....	150,000	7	"	"	1878	---	1st Mortgage not guaranteed	100,000	7	"	"
1st Mort. (St. Jo. & C. B. 78 m.):	1,400,000	10	March & Sept.	"	1892	---	Macon and Brunswick:	544,300	7*	Jan. & July.	"
2d Mort. ("").....	532,500	8	June & Dec.	"	1874	---	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.
1st Mort. (Mo. Valley 130 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	---	1st Mort.	600,000	7	May & Nov.	"
1st Mort. ("").....	1,000,000	7*	"	"	1893	---	2d Mortgage.....	1,100,000	7	April & Oct.	"
Consolidated Mort. (260m. conv.):	687,000	8	March & Sept.	"	1892	---	Equipment Mortgage.....	150,000	7	"	"
Kansas City & Santa Fe (LL&G):							Macon and Western:	150,000	7	April & Oct.	"
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	---	1st Mortgage of Oct. 1870.....	150,000	7	— & —	"
Kansas Pacific:							Consolidated Mort. for \$7,500,000	3,000,000	0	— & —	"
1st Mort. (1st Div. 140 m. gold):	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage for \$1,000,000	746,300	7*	— & —	Boston.
1st Mort. (2d Div. 253.94 m. gold):	4,068,000	6*	June & Dec.	"	1896	86	1st Mortgage tax free.....	514,000	6	Jan. & July.	"
1st Mort. (M. 3d D. 244.86m. & 3.00,000s):	6,455,000	1*	May & Nov.	N. Y. & L. & F.	1899	102	Extension (gold) Loan.....	491,000	6	April & Oct.	"
1st Mortgage (1,000,000 acres):	246,000	7	March & Sept.	N. Y. & St. Lo.	171-76	---	\$1,100,000 (A. & Ken. L.):	1,100,000	6	Feb. & Aug.	New York.
1st Mortgage (\$2,000,000 acres):	1,321,000	7*	Jan. & July.	N. Y. & L. & F.	1886	---	1st Mortgage (Ken. & P.):	217,300	6	April & Oct.	"
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	"	1896	---	Consolidated (P. & K.) Loan.....	1,149,300	6	— & —	Augusta.
1st Mort. (Leavenworth Branch):	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	1st Mortgage (S. & K.):	300,000	6	June & Dec.	Boston.
2d Mortgage (Gov't Subsidy):	630,000	6	Jan. & July.	U. S. Treas.	1896-97	---	2d Mortgage ("").....	260,000	6	— & —	"
3d Mortgage (Income):	6,303,000	6	Jan. & July.	"	1896	---	1st Mortgage (L. & F. B.):	633,000	6	Jan. & July.	"
4,276,350	7	March & Sept.	"	1916	---	3d Mortgage (Androscoggin) Loan.....	425,000	6	— & —	"	
Kent County (Del.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	1st Mortgage Sterling.....	1,050,000	7*	Feb. & Aug.	"
Kentucky Central:							1st Mortgage Dollar.....	2,450,000	7	— & —	London.
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	---	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	Baltimore.
3d Mortgage (Kent. Cen.) 1866.	237,000	7	June & Dec.	"	1885	---	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"
Keokuk, Iowa, C. & Minn. (T.W & W):							1st Mort. (Scioto & H. Val. R.R.):	300,000	7	May & Nov.	"
1st Mort. gold conv. traffic guar.:	20,000pm	7*	Jan. & July.	New York.	1892	---	Marietta and Pittsburg:	1,500,000	7*	Feb. & Aug.	Boston.
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage gold.....	1,500,000	7*	— & —	"
1st Mortgage traffic guar.:	1,000,000	8	April & Oct.	Boston.	1879	96	1st Mortgage Dollar.....	2,450,000	7	— & —	London.
Lackawanna & Bloomsb(D.L & W):							1st Mortgage (London):	2,450,000	7	— & —	Baltimore.
1st Mort.	900,000	7	Jan. & July.	New York.	1875	---	1st Mortgage (London):	2,450,000	7	— & —	"
1st Mortgage (Extension):	400,000	7	March & Sept.	"	1885	---	1st Mortgage (London):	2,450,000	7	— & —	"
2d Mortg.	500,000	7	April & Oct.	"	1880	---	1st Mortgage (London):	2,450,000	7	— & —	"
2d Mortg. (Extension):	200,000	7	May & Nov.	"	1890	---	1st Mortgage (London):	2,450,000	7	— & —	"
Income Mortgage.....	250,000	7	Jan. & July.	"	1881	---	1st Mortgage (London):</td				

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Cents."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Maryland and Delaware:												
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	43	Nashville and Chattanooga:					
2d Mortgage.....	150,000	6	June & Dec.	"	1889	...	1st Mortgage, endorsed by Tenn.	\$1,516,000	6	Jan. & July.	New York	1890
Massillon & Cleve. (C.M. V. & D.)							Nashville and Decatur (L. & Nash.)	2,100,000	7	Jan. & July.	New York	1900
1st Mortgage guaranteed, gold.....	100,000	7*	Jan. & July.	New York	1890	...	1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville	1887
Mayeville and Lexington:							Naugatuck:					
1st Mortgage.....	500,000	7	Jan. & July.	New York	1890	...	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport	1876
Memphis and Charleston:							Newark & New York (Cen. N.J.)	800,000	7	Jan. & July.	New York	1891
1st Mortgage, convertible.....	1,223,000	7	March & Sept.	New York	1880	86	Newark, Somerset & Strasburg:	800,000	7*	May & Nov.	New York	1889
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	...	1st Mortgage gold.....	972,000	6*	May & Nov.	London	1867
Memphis and Little Rock:							New Brunswick and Canada:					
1st Mortgage.....	1,300,000	8	May & Nov.	New York	1890	...	1st Mortgage, Sterling £200,000.					
Michigan Air Line:							Newburg & New York (Erie):					
1st Mortgage (E.D.v.) \$15,000pm.....		8	Jan. & July.	Boston	1890	101	1st Mortgage for \$600,000.					
Michigan Central:							New H., Middletn' & Willman:	3,000,000	7	May & Nov.	New York	1889
1st Mortgage, convertible.....	358,000	8	April & Oct.	New York	1882	...	1st Mortgage (coup. & reg.).....					
1st Mortgage, sinking fund conv.	2,204,000	8	" "	"	1882	1124	New Haven & Northampton:					
Trust Mortgage for \$10,000,000.	4,500,000	7	Jan. & July.	"	1902	98	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899
1st Mort. (M. Afr L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	104	Convertible.....	400,000	6	April & Oct.	"	1880
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	"	1886	...	Holyoke and Westfield bonds.	2,000,000	7	" "	"	1891
2d Mort. (" ") guar.	500,000	8	March & Sept.	"	1879	100	New Jersey See United Compan's.					
1st Mort. (Kal. & So. Haw.) f. guar.	640,000	8	May & Nov.	"	1880	100	New Jersey Midland (N.Y. & C.M.):					
2d Mort. (" ") guar.	70,000	8	" "	"	1889	...	1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York	1895
Michigan Lake Shore:							2d Mortgage currency.....	1,600,000	7	" "	"	1881
1st Mortgage.....	800,000	8	Jan. & July.	New York	1889	...	New Jersey Southern:					
Middletown, Unionv. & W. Gap(E):							1st Mortgage.....	2,000,000	7	May & Nov.	New York	1899
1st Mortgage tax free.....	225,000	7	May & Nov.	New York	1888	...	1st Mortgage (Tom's Riv. Br.):	120,000	7	March & Sept.	"	1888
Midland of Canada:							Income Mortgage.....	750,000	7	April & Oct.	"	1881
1st Mortgage sterling £235,000.....	1,143,067	6*	May & Nov.	London	1898	...	New Jersey West Line:					
Midland Pacific:							1st Mort. gold, for \$3,000,000.		7*	May & Nov.	New York	1900
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York	1899	...	New London Northern(Vt. Cen.):					
Milwaukee and St. Paul:							1st Mortgage.....	300,000	6	March & Sept.	New York	1885
1st Mortgage.....	5,502,000	7	Jan. & July.	New York	1893	92	1st Mortgage.....	200,000	7	Jan. & July.	"	1888
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	N. Orleans, Jackson & Gt. North:					
1st Mortgage (E. Div. Palmer):	791,500	8	May & Nov.	"	1874	...	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York	1886
1st Mort. (Iowa and Minn.):	3,938,000	7	Jan. & July.	"	1897	87	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890
1st Mortgage (Minn. Cent.):	207,000	7	" "	"	1870	90	Income Mortgage, 1870 gold.....	1,000,000	8*	May & Nov.	"	1890
1st Mortgage (Iowa & Dak.):	1,008,000	7	" "	"	1870	804	N. Orleans Extension, 1870, gold.....	1,500,000	8*	Jan. & July.	"	1890
1st Mortgage (P. du Chien):	8,674,000	8	Feb. & Aug.	"	1898	109	New Orleans, Mobile and Texas:					
2d Mortgage (P. du Chien):	1,315,000	7.3	" "	"	1898	98	1st M.(N.O to T 227 m.skg fd.	2,825,000	8	Jan. & July.	New York	1915
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	...	1st M.(" ") gold skg fd.	2,825,000	7	" "	N. Y. or Lond.	1915
1st Mort. (Milw. & Wtn.):	234,080	7	Jan. & July.	"	1891	...	2d Mortgage, endorsed by La.	2,825,000	8	" "	New York	1915
Real Estate Purchase:	148,500	7	....	....	....	....	....	....	....	....	....
Milw. Manitowoc & Green Bay:							1st Mortgage gold, for \$3,000,000. ....	....	7*	May & Nov.	N. Y. & N. O.	1889
1st Mortgage for \$2,000,000.....		7	....	....	....	....	....	....	....	....	....
Milwaukee and Northern:							....	....	....	....	....
1st Mortgage for \$15,000 p.m.		8	June & Dec.	New York	1890	...	New York Central & Hudson R.:					
Mineral Point:							Debt Certif. (N. Y. Central):	5,936,626	6	May & Nov.	New York	1883
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York	1890	...	Bonds for debts ass'd(N. Y. Cen.):	1,514,000	7	Feb. & Aug.	"	1876
Minneapolis & Duluth (L.S. & M.):							Bonds for B. & N. S't. (")	76,000	6	May & Nov.	"	1883
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York	1911	...	Bonds for R. R. stocks (")	592,000	6	" "	"	87
Minneapolis & St. L. (L.Sup. & M.):							Bonds for real estate (")	162,000	6	" "	"	87
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York	1911	...	Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	"	1887
Minnesota and North Western:							1st Mort. (Hudson Riv.):	200,000	7	Feb. & Aug.	"	1870
1st Mort. gold, skg fd & tax free 20,000pm.....		7*	Jan. & July.	New York	1895	...	2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885
Mississippi Central:							2d Mort. (")	180,000	7	May & Nov.	"	1875
1st Mortgage.....	1,354,000	7	May & Nov.	New York	'69-'71	...	Bonds of '71, tax free (N.Y.C.H.):	1,950,000	7	April & Oct.	"	1891
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	...	Consol. Mort. for \$40,000,000.	7	....	....	....
General Mort. for \$8,000,000 gold.....		7*	May & Nov.	"	1912	...	New York and Hartfam:					
Mississippi, Ouachita & Red Riv.:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York	1873
1st Mortgage gold.....	1,860,000	7*	— & —	—	—	...	Consolidated mortgage of 1868.....	1,754,000	6	Feb. & Aug.	"	1893
1st Mort. Land Grant gold.....	1,080,000	7*	— & —	—	—		Sinking Fund mortgage of 1861.....	111,550	7	Jan. & July.	"	1881
State (Ark.) subsidy \$10,000.p.m.	1,550,000	7	April & Oct.	—	—		Bonds of 1853, unsecured.....	106,000	7	" "	"	1873
Mississippi and Tennessee:							N. York, Housatonic & Northern:					
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York	1876	...	1st Mortgage for \$500,000.	161,000	7	Feb. & Aug.	New York	1889
Consolidated Mort. Sept. of 1866.	1,181,900	8	Jan. & July.	"	'81-'98	...	1st Mortgage.....	1,059,500	7	April & Oct.	New York	1875
Mississippi Valley and Western:							1st Mortgage.....	8,000,000	6	Jan. & July.	New York	1889
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York	1902	...	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	82
Missouri, Iowa and Nebraska:							2d Mortgage non-convertible.....	1,500,000	7	" "	"	...
1st Mortgage gold, sinking fund.....		7*	Jun. & Dec.	—	—		New York, Providence & Boston:					
Missouri, Kansas and Texas:							1st Mortgage.....	132,000	6	Feb. & Aug.	New York	'73-'78
1st Mort. (U.Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York	1899	...	Improvement Bonds.....	11,000,000	7	Jan. & July.	"	1876
1st Mort. (Tebo & Neosho) S.F.g'd	2,000,000	7*	June & Dec.	"	1903	...	Extension Bonds.....	250,000	6	May & Nov.	"	1881
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	...	General Mort. for \$1,000,000.	732,000	7	" "	"	1890
Missouri River, Ft. Scott & Gulf:							N. York, West Shore & Chicago:					
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York	1899	...	1st Mortgage gold, \$35,000 p.m.		7*	April & Oct.	New York	1902
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74	...	1st Mortgage.....	500,000	7	Jan. & July.	New York	1890
Mobile and Girard:							1st Mortgage.....	157,000	7	" "	"	...
1st Mortgage.....	377,500	7	Jan. & July.	New York	1876	...	1st Mortgage.....	414,350	6	March & Sept.	Boston	1854
2d Mortgage.....	300,000	7	" "	"	1889	...	2d Mortgage.....	906,000	8	Jan. & July.	New York	1877
Mobile and Montgomery:							2d Mortgage.....	157,000	7	" "	"	1877
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York	1900	...	North Eastern (S. Car.):	458,000	8	" "	Norfolk	1893
2d Mortgage.....	400,000	7	— & —	"	—	...	1st Mortgage of Sept. 1, 1869.....	820,000	7	March & Sept.	Charleston	1899
Income Mortgage.....	700,000	7	— & —	"	—	...	2d Mortgage of Sept. 1, 1869.....	322,000	7	" "	"	1899
Montgomery and Eufala:							1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia	1885
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York	1888	...	2d Mortgage.....	1,358,500	7	May & Nov.	"	1896
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1900	...	Chatel Mortgage.....	360,000	10	April & Oct.	"	1877
Monticello:							North Shore (L. I.):					
1st Mortgage.....	420,000	8	April & Oct.	New York	1910	...	1st Mortgage.....	135,000	7	Feb. & Aug.	New York	1887
Monticello and Port Jervis:							2d Mortgage.....	1,500,000	6	J. A. J. & O.	Baltimore	Irred.
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York	1890	...	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885
Monticello and Essex (D. L. & W.):							3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	84
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sep.	New York	1914	105	3d Mortgage (Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	377
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	103	Consol. Mortgage gold.....	2,495,000	6*	" "	"	90
Convertible bonds.....	1,810,000	7	Jan. &									

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate or interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Northern Pacific:														
1st Mort. on R. R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1800	100	Perkiomen (Phila. & Rdg):	\$119,000	6	April & Oct.	Philadelphia.	1897	85	
Norwich & Worcester B.H. & E.:							1st Mortgage, guaranteed.....							
1st Mort. Mass. Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Perth Amboy & Woodbr.(C&A):	100,000	6	Feb. & Aug.	New York.	1874	...
Plain bonds.....	200,000	6	" "	"	1874	....	1st Mortgage.....	341,500	8	Jan. & July.	New York.	179-88	...
Machine shop &c., bonds.....	150,000	7	" "	"	1877	....	1st Mortgage (instalments).....						
Nyack and Northern:							Philadelphia and Baltimore Cent.:	800,000	7	Jan. & July.	Philadelphia.	1879	...	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 361 m.)	300,000	6	April & Oct.	"	1891	...
Ogdensburg and Lake Champlain:							2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	...	
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	96	Philadelphia and Reading:							
Equipment Mortgage.....	200,000	8	" "	"	1879	....	Loan of 1868.....	1,189,500	6	Jan. & July.	Philadelphia.	1893	82
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1870, convertible.....	28,000	7	"	"	1890	...
Ohio and Mississippi:							Mortgage, Loan of 1867, conv.	96,000	6	"	"	1886	...	
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mort. Loans of 1848-44-48 & 49.	1,521,000	6	"	"	1880	94
1st Mortgage, (W. Div.).....	850,000	7	" "	"	1872	....	Mortgage, Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
2d Mortgage, (W. Div.).....	534,000	7	" "	"	1874	86	Mortgage, Loan of 1868 sig.	182,400	5*	Jan. & July.	London.	1880	...	
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage, Loan of 1868 sig.	976,800	6*	"	"	1880	...
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	914	Mortgage, Loan of 1843 sig.	177,800	7*	"	"	1880	...	
Consolidated Mort. (sterling).....	101,850	7*	" "	"	London.	1898	Mortgage, Loan of 1868 sig.	7,696,000	7	June & Dec.	Philadelphia.	1911	104
Oil Creek and Allegheny River:							Dollar coupon.....	3,414,000	7	"	"	"	...	
1st Mortgage (O. C. H. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Dollar registered.....	7,000,000	6*	"	"	Phil. or Lond.	1911	98
1st Mortgage (War & Fkin.).....	580,000	7	April & Oct.	"	1882	83	Mort. Gold or sig. coup.	624,000	6*	"	"	"	1911	97
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	714	Dollar coupon.....	376,000	6	"	"	Philadelphia.	1911	...
Old Colony and Newport:							New deben. loan, conv.	2,305,630	7	Jan. & July.	"	1893	104	
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	981	Philadelphia, Wilmington & Balt.:	845,000	6	Jan. & July.	Philadelphia.	1884	111	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	971	Mortgage, Loan, convertible	400,000	6	April & Oct.	"	1876	98	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	Loan of 1866.....	1,000,000	6	"	"	1887	...	
Omaha and Northwestern:							Loan of 1867.....							
1st M. land grant, gold \$16,000pm		7.8	Jan. & July.	New York.	1901	....	Plecking Valley (Phila. & Rdg):	380,300	7	April & Oct.	Philadelphia.	1900	...
Omaha and Southwestern:							1st Mortgage, guaranteed.....							
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	874	Pittsburg, Cin. & St. Louis (Pa.):	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	76	
Orange, Alexandria & Manassas:							Consl. Mortgage for \$10,000,000.	3,000,000	6	monthly.	New York.	1884	...	
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	96	1st Mort. (St. Louis & Ind.) conv.	776,000	7	Jan. & July.	Philadelphia.	1890	...	
2d Mort. (Charlotte to Lynchburg).....	1,155,500	6	Jan. & July.	"	1876	386	Pittsburg & Connellsville:							
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	89	1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93	
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	81	2d Mort. (Balt. Loan) of 1866	1,000,000	6	"	"	1888	...	
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	794	1st Mort. (Turtle Cr. Div. 104)	400,000	6	Feb. & Aug.	Pittsburg.	1883	...	
Orange and Newark:							Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Osage Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...	
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...	
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
Oswego and Rome (B. W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	106
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...	
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...	
1st Mortgage, guar. by (C. B. & Q.):							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...	
Owensboro' and Russellville:							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98	
1st Mortgage for \$1,800,000.....							Bridge (O. & P. R. R.) bonds.....	183,000	7	May & Nov.	"	1878	...	
Pacific of Missouri (Alt. & Pac.):							Equipment Mort. of Mar. 1, 1869	1,000,000	6	March & Sept.	"	1874	101	
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	86	Construction bonds of Jan. 1, '70	1,000,000	7	Jan. & July.	"	1877	...	
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1892	77	1st Mortgage for \$3,600,000.....							
Income Bonds.....	1,500,000	7	" "	"	1892	....	1st Mortgage, gold, for \$1,800,000.						
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....	1st Mort. (Maine Section) gold.	500,000	6*	May & Nov.	Boston.	1900	...
1st Mort. (Lex. & St. Louis) gold.....	1,000,000	6*	Jan. & Oct.	New York.	1887	....	Consol. Mort. gold, for \$3,300,000.	500,000	6*	May & Nov.	"	1901	...
1st Mortgage (Lea, Atch & Nev.):							Portland and Ogdensburg (Vt.):							
Paducah and Memphis:							1st Mort. (Maine Section) gold, for \$1,800,000.							
1st Mortgage gold for \$2,805,000.....	1,071,000	7*	Feb. & Aug.	New York.	1892	....	1st Mort. (Portland) gold, for \$1,800,000.						
Panama:							1st Mort. (Portland) gold, for \$1,800,000.							
1st Mortgage, stg £19,350.....	98,847	7*	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold.	500,000	6*	May & Nov.	New York.	1889	80
General Mortgage, stg £597,800.....	3,869,330	7*	" "	"	1897	....	1st Mort. (Maine Section) gold.	500,000	6*	May & Nov.	Boston.	1900	...
Paris and Decatur:							1st Mort. (Maine Section) gold.							
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....	1st Mort. (Maine Section) gold.						
Paterson and Newark (Brie):							1st Mort. (Maine Section) gold.							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mort. (Maine Section) gold.						
Pekin, Illino. & Decatur (T.W. & W.):							1st Mort. (Maine Section) gold.							
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Maine Section) gold.							
Pemberton & Hights (U.C. of NJ.):							1st Mort. (Maine Section) gold.							
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mort. (Maine Section) gold.						
Pemberton & N. York (N.J.S.):							1st Mort. (Maine Section) gold.							
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	1889	....	1st Mort. (Maine Section) gold.						
Peninsular Railway:							1st Mort. (Maine Section) gold.							
1st Mortgage gold (S.F.), 1st series.....	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. (Maine Section) gold.						
1st Mortgage gold (S.F.), 2d series.....	979,000	7*	" "	"	1900	....	1st Mort. (Maine Section) gold.						
Pennsylvania:							1st Mort. (Maine Section) gold.							
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100	1st Mort. (Maine Section) gold.							
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99	1st Mort. (Maine Section) gold.							
2d Mortgage (") stg.	2,282,240	6*	" "	London.	1875	....	1st Mort. (Maine Section) gold.						
General Mortgage (coupl. & reg.).....	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	914	1st Mort. (Maine Section) gold.							
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	1872-90	....	1st Mort. (Maine Section) gold.						
Pennsylvania Coal:							1st Mort. (Maine Section) gold.							
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mort. (Maine Section) gold.						
Pennsylvania and Delaware:							1st Mort. (Maine Section) gold.							
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	1st Mort. (Maine Section) gold.						
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....	1st Mort. (Maine Section) gold.						
Pennsylvania & New York (L.V.):							1st Mort. (Maine Section) gold.							
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	99	1st Mort. (Maine Section) gold.							
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....	1st Mort. (Maine Section) gold.						
Peoria & Bureau Val (C.R.L. & P.														

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Rockford, R. Island & St. Louis:													
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific:	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							1st Mortgage gold.....	200,000	6	Jan. & July.	Boston.	1891	....
1st Mortgage, (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	Somerset (Me. Central):	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Water.).	327,000	7	June & Dec.	" " " " "	"'72-'74	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
Consolidated Mort. Skg Fund..	824,500	7	" " " " "	" " " " "	1891	....	South Carolina:						
Rondout and Oswego:							1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.							1st Mortgage (L.) currency.....	807,500	7	" " " " "	New York.	'82-'88	....
Rutland (Verm. Can. & Can.):							Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82 1/4	Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'78-'74	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Saint Croix and Penobscot:							Domestic Bonds.....	76,000	6	Jan. & July.	"	'90-'92	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
2d Mort. (" " " " ").....	17,500	6	" " " " "	" " " " "	1879	....	South Florida:						
Calais Loan (Lewey's Island).).	130,000	6	June & Dec.	"	1878	....	1st M. endor. by State \$16,000pm	8	....			
St. Joseph & Denver City:							South Georgia & Florida (A. & G):						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	1st Mort. assumed by At&L Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	15,600pm	8*	" " " " "	" " " " "	1900	....	2d Mort. " " " " "	200,000	7	" " " " "	"	1889	....
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	102	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" " " " "	1894	....	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" " " " "	1894	90	South and North Alabama:						
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" " " " "	1894	....	1st Mort., endor. by Ala. gold.	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage Income (Series E).....	1,700,000	7	" " " " "	" " " " "	1894	79 1/4	1st Mortgage gold, assumed	7,150,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	....	....	7* Jan. & July.	New York.	1901	....	South Side (I. L.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	100	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (O. & A.):							1st prefer. bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	" " " " "	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" " " " "	1898	....	3d preferred bonds	448,500	6	" " " " "	"	'84-'90	....
St. Louis, Kansas City & Northn:							Southern Central:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	89	1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage gold, guaranteed.....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
St. Louis and South Eastern:							2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" " " " "	" " " " "	1896	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	....		
St. Louis and St. Joseph :							Southern Pennsylvania:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
St. Louis, Van. & T. H. (T.H.&L.):							2d Mortgage gold.....	58,000	7	" " " " "	"	1890	....
1st Mortgage, guaranteed.....	1,890,000	7	Jan. & July.	New York.	1897	....	South Western (Cen. of Ga.):						
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" " " " "	1898	....	Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " " " "	" " " " "	1898	....	1st Mortgage (Muscogee) conv.	300,000	7	" " " " "	"	'72-'76	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Spartanburg and Union:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage, not endorsed.....	198,370	7	" " " " "	"	1879	....
St. Paul and Pacific 1st Division:							Springfield & Illinois S. Eastern:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
1st Mort. (St. Paul to Wab.) 70m.	700,000	7	Jan. & July.	" " " " "	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	" " " " "	"	1900	....
2d (M.N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" " " " "	1892	....	Springfield and Northwestern:						
General Mort. (R. R. & Lands.)	2,020,000	7	Jan. & July.	" " " " "	1892	....	1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
General Mort. (R. R. & L'd's) stg.	1,000,000	7*	" " " " "	London.	....	Staten Island:							
1st M. (W. Line) R. R. & Lands.	6,000,000	7	— — —	New York.	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
2d M. (W. Line) R. R. & Lands.	3,000,000	7	— — —	" " " " "	....	Sterling Mountain:							
St. Paul and Sioux City:							1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	2d Mortgage.....	50,000	7	Jan. & July.	New York.	1874	....
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J & J.	" " " " "	1890	....	Sullivan (Verm. Central):						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage for \$460,000.....	....	....	8 Jan. & July.	New York.	1901	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem (W. Jer.):							Sullivan and Erie:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Salem and Lowell (R. & L.):							Summit Branch:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
Sand, Mansfield & Newark (C.&O.):							Sunbury and Lewiston:						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
San Fran., Oakland & Alameda:							Superior and St. Croix:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....		1st Mortgage, \$16,000 p. m.....	8	—	—			
Saratoga & Whitehall (R. & S.):							Superior and Northwestern:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, \$16,000.....	8	—	—			
Savannah and Charleston:							Suspens. Brid. & Erie Junc. (Erie):						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1886	....
State guaranteed (C. & S.) bonds.	506,000	6	May & Nov.	Charleston.	1870	....	Sussex (N. J.):						
Funded Interest bonds.....	167,400	7	" " " " "	" " " " "	1889	....	1st Mortgage.....	1,000,000	7	—			
Savannah, Griffin & North Ala.:							2d Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar.....	182,000	7	Jan. & July.	Macon.	1891	....	3d Mortgage.....	188,500	6	Jan. & July.	Camden.	....	....
Savannah and Memphis:							1st Mortgage.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mort. gold, endor.....	16,000pm	7	May & Nov.	New York.	1890	....	2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							3d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	7*	Feb. & Aug.	New York.	1891	....
Seaboard and Roanoke:							Tebo and Neosho (M. K. C. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma and Gulf:							2d Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. (guar. by Ala.) \$16,000pm.							3d Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Selma, Marion and Memphis:							1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1878	....
1st M. gold gr. by Ala. \$16,000pm.							2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1878	....
Selma, Rome and Dalton:							3d Mortgage.....	300,000	7	Jan. & July.	Troy.	1878	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" " " " "	1890	....	2d Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Equipment Mortgage.....	230,000	10	" " " " "	" " " " "	1881	....	3d Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Shamokin Valley & Pottsville (N.C.):							1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	9
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (W. Div.) 117 m.	1,500,000	7	Feb. & Aug.	"	1896	9
Shetogyan and Fond du Lac:							2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	"	1886	7
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shenango and Allegheny:							1st Mortgage (Bur. Br.) 19 m.	1,406,000	7	May & Nov.	"	1910	8
1st Mortgage for \$1,000,000	684,000	8	April & Oct.	" " " " "	1886	....	1st Mortgage guaranteed.....	250,000	7	June & Dec.	"	1910	8
Shenango Valley (Ct.):							2d Mortgage.....	80,600	7	—			
1st Mortgage.....	688,000	7	April & Oct.	New York.	1889	....	3d Mortgage.....	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	Jan. & July.	New York.	1886	....
Sioux City and Pacific:							3d Mortgage.....	300,000	7	Jan. & July.	New York.	1876	....
Sioux City and Pacific:							1st Mortgage.....	650,000	7	Jan. & July.	"	1882	....
Sioux City and Pacific:							2d Mortgage.....	645,000	7	Jan. & July.	"	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "payable in coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where	Due.				When.	Where	Due.	Price.	
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill., 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	90	Western Maryland:						
1st M. (L. Erie, W. & St. L. 167 m.)...	2,500,000	7	"	"	1890	---	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890 80	
1st Mort. (Gt. W. R. R. W. D. 100m.)	4,000	10	April & Oct.	"	1868	---	1st Mort. endor. by Balt.	200,000	6	"	"	1890 97	
1st M. (Gt. W. R. R. 181m.)	2,500,000	7	Feb. & Aug.	"	1890	97	2d Mort. "	30,000	6	"	"	1890 97	
1st Mort. (Quincy & Tol 34 m.)...	500,000	7	May & Nov.	"	1890	91	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890 84	
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1892	88	2d Mortgage preferred.....	600,000	6	"	"	1895 70	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	---	3d Mortgage endor. by Balt.	875,000	6	"	"	1900 97	
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	93	Western Pacific (Cen. Pac.):	2,735,000	6*	Jan. & July.	New York.	1899 92	
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	86	1st Mortgage assumed, gold.....	800,000	6	April & Oct.	Philadelphia.	1893 80	
Equipment (Tol. & Wab. 75 m.)	600,000	7	"	"	1883	83	1st Mortgage (main line 57 m.)	1,000,000	6	Jan. & July.	"	1896 ***	
Console Mortgage (500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	85	Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899 102	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	91	Western Union (M. & St. P.):	3,275,000	7	Jan. & July.	New York.	1896 ***	
Troy, Salem & Rutland (R. & Sar.):	500,000	7	May & Nov.	New York.	1890	---	1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896 ***	
1st Mortgage, guaranteed.....							West Jersey:						
Troy Union (and Depot):	500,000	6	Jan. & July.	New York.	1873	---	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883 ***	
1st Mortgage, guaranteed.....	180,000	6	"	"	1878	---	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896 98	
2d Mortgage, guaranteed.....							Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899 102	
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	---	1st Mort. land gr. gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896 81	
Union Pacific:							Whitehall & Plattsburgh (M. & P.):	260,000	6	Jan. & July.	Philadelphia.	1888 ***	
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	96-'99	82	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1873 ***	
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	96-'99	82	Wilcomico and Pocomoke:	200,000	7	Jan. & July.	New York.	1873 ***	
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1890	71	1st Mortgage.....	200,000	7	Jan. & July.	Williamston and Tarboro' :	350,000	8 May & Nov.
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	59	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900 ***	
Omaha Bridge B'ds, etc £250,000	2,500,000	8*	April & Oct.	London.	1896	---	Wilmington, Colum. & Augusta:	3,200,000	7	June & Dec.	Baltimore.	1900 78	
Union Pacific (Central Div.):							Wilmin. & Charlotte & Rutherford:	1,500,000	8	Jan. & July.	New York.	1897 ***	
1st Mortgage gold, tax free.....	1,800,000	6*	May & Nov.	New York.	1895	---	1st mortgage.....	1,000,000	8	Jan. & July.	"	1897 ***	
2d Mortgage (Gov. subsidy).....	1,800,000	6	Jan. & July.	"	96-7-8	---	1st Mortgage, endor. by N. Car.	1,000,000	8	Jan. & July.	"	1897 ***	
Union Pacific S. Br. (M. K. & T.):	3,595,000	6*	Jan. & July.	New York.	1899	---	Wilmington and Reading:	1,250,000	7	April & Oct.	Philadelphia.	1900 99	
1st Mortgage gold, skg fund.....							2d Mortgage coupon or regis.	723,000	7	Jan. & July.	"	1902 83	
Union & Titusville (O.C. & A. Riv.):	500,000	7	Jan. & July.	New York.	1890	---	Wilmington and Weldon:						
1st Mortgage.....							Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881 ***	
United Companies of New Jer.:							Currency Bonds.....	221,400	7	May & Nov.	"	1882 ***	
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	---	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896 ***	
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98	Wilmington and Western (Del.):						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	---	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892 ***	
Loan of 1883 ("Camden & Amb.")	450,000	6	"	"	1883	91	Winona & St. Peter (C. & N. W.):						
Loan of 1889 "	1,700,000	6	"	"	1883	91	1st Mortgage \$20,000 p.m.	2,750,000	7	Jan. & July.	New York.	1890 87	
Consolidated(mort.), Loan of 1859	5,000,000	6	June & Dec.	Princeton.	1889	90	2d Mortgage \$12,000 p.m.	1,565,000	7	May & Nov.	"	1890 ***	
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	96	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916 ***	
Sterling Loan £360,000.....	1,800,000	6*	"	"	1889	96	Wisconsin Central:						
Loan of 1888.....	154,000	6	"	"	1888	---	1st M. L. G. gold, S. F. \$25,000pm						
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	---	Worcester (Md.):						
Bond to State of N. J. (Jer. U.C.o's)	500,000	7	"	"	1887	---	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891 ***	
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	---	Worcester at Nashua:	125,000	7	Jan. & July.	Boston.	1890 ***	
Utica and Black River:							Plain Bonds.....	75,000	6	Jan. & July.	"	1890 ***	
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	---	Plain Bonds.....						
Utica, Chen. & Susq. Val. (D&H.C.):													
1st Mortgage.....		7											
Utica, Ithaca and Elmira:													
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	---	CANAL BONDS:						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	25	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886 86	
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	84	1st Mortgage re-sinking fund.....						
1st Mort. (Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	78	Maryland Loan sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870 ***	
Guar. Stock (Vt. & Ca. R.R.)	755,500	8	June & Dec.	"	1887	79	Sterling, Loan guaranteed.....	4,375,000	6*	"	"	London.	1890 ***
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	1876-'77	80	Preferred Bonds (next lcn.).....	1,699,500	6	Jan. & July.	Baltimore.	1886 112	
Equipment Mortgage.....	1,000,000	8	"	"	1889	80	Delaware Division (L.C. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878 89	
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1888	92	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	99	1st Mort. (1st series, Nov. 1, 1867.....	1,500,000	7	May & Nov.	New York.	1877 ***	
Vermont Valley (Rutland):							2d series, July 1, 1869.....	3,500,000	7	Jan. & July.	"	1884 102	
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	---	3d series, Jan. 1, 1871.....	5,000,000	7	"	"	1891 102	
1st Mortgage.....	114,000	6	"	Boston.	1860	---	Delaware & Raritan See U'd Co's.						
2d Mortgage.....	293,200	7	"	"	1859	---	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884 91	
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	---	Mortgage Loan reg.	2,0,000	6	"	"	1892 94	
General 2d series (blue).....	850,000	7	"	"	1890	---	Mortgage (equip.) Loan, gold.....	4,944,000	6*	J. A. J. & O.	"	1897 94	
Mortgage 3d series (black).....	184,000	7	"	"	1890	---	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894 96	
4th series (not end.).....	1,273,000	7	April & Oct.	"	1890	---	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877 86	
Special Loan 1871.....	225,439	8	Jan. & July.	"	1889	---	Monongahela Navigation:						
Vineyard:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887 ***	
1st Mortgage, tax free.....	750,000	7	April & Oct.	New York.	1890	---	Morris (and Banking):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876 94	
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	2d Mortgage.....	285,000	6	"	"	1876 93	
Enlarged Mortgage.....	990,000	6	"	"	1884	78	Boat Loan, sinking fund.....	286,965	7	"	"	1885 90	
4th Mortgage.....	846,000	8	March & Sept.	"	1900	90	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887 ***	
Registered Certificates.....	1,232,008	8	Jan. & July.	"	1871-'75	---	Pennsylvania:						
Funded Interest.....	204,200	8	"	"	1880	---	1st Mortgage skg fund guar....	2,205,000	6	Jan. & July.	Philadelphia.	1887 76	
Income Mortgage (fundable).....	112,500	8	"	"	1880	---	1st Mortgage (W. Va. Can.).....	600,000	6	"	"	1878 ***	
Wallkill Valley (Erie):							1st Mortgage (Eric Canal).....	743,654	7	"	"	1885 86	
1st Mortgage gold, tax free.....	20,000 pm	7*	April & Oct.	New York.	1910	---	Interest Bonds (Eric Canal) 1850	161,960	7	"	"	1873 ***	
Ware River (Vt. Cen.):							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	182-97 70	
1st Mortgage gold, for \$750,000..	402,000	6*	June & Dec.	New York.	1890	---	2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882 76	
Warren (D. I. & W.):							Plain Bonds.....	85,222	6	"	"	1876 75	
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	---	Improvement bonds.....	302,500	6	May & Nov.	"	1870 80	
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	---	Boat and Car Loan.....	756,550	6	"	"	1888 74	
Warren & Franklin (O.C. & All R.):							Coupon Bonds.....	628,105	7	"	"	1889 85	
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	83	1,079,000	6	Jan. & July.	"	1895 76		
Warwick Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	---	1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894 74	
Washington and Ohio:							2d Mortgage.....	700,000	6	"	"	1886 ***	
1st Mortgage gold, \$9,000,000.....	-----												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

ties that the coat thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

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RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Shareholders ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (---) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.

		Operations.				Earnings.				Value of Shares.			
		Dividends.		Net.		Gross.		Freight.		Market Par.			
				Passenger.		M.		Tons.		pc.			
		Trains Moved.	Railroad Operated.	M.	M.	Number.	232,139	674,685	277,874	100	...		
				537,467	218,1	1,161,433	7,001	161,130	108,166	100	...		
Dec. 31, 1871	11.5	23	22	8	308	1,160	4,281,500	1,947,184	92,565	22,122	100	...	
Sept. 30, 1871	10.0	5	20	-	11	1,161,433	8,825,000	1,825,000	80,000	100	...		
Sept. 30, 1871	10.0	2	2	-	1,161,433	800,000	27,226	10,000	22,180	62,586	30,500	...	
Dec. 31, 1871	100.0	5.0	8	2	183	1,161,433	1,066,000	2,380,000	100,162	100,162	100	...	
Dec. 31, 1871	100.0	2.7	-	-	1,161,433	1,071,000	1,071,000	1,071,000	100,162	100	...		
Dec. 31, 1871	24.0	1.0	-	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1871	21.0	2.0	3	1	20	1,161,433	492,540	47,175,500	100,162	100	100	...	
Oct. 31, 1871	84.0	9.0	200.0	9.0	200.0	1,161,433	982,148	894,000	99,567	22.0	100	...	
Mar. 31, 1871	61.0	24.7	663	15.6	216	1,161,433	1,051,468	1,051,468	100,162	86.0	100	...	
Mar. 31, 1871	61.0	24.7	663	15.6	216	1,161,433	83,266	11,266	1,051,468	100,162	100	...	
Apr. 30, 1871	111.0	5.6	7	4	160	1,161,433	1,405,759	1,201,201	4,206,000	1,900,000	100	...	
Sept. 30, 1871	111.0	0.3	3.2	-	1,161,433	49,863	210,000	10,000	1,071,000	100,162	100	...	
Dec. 31, 1871	280.0	11.9	113.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
June 30, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
July 31, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Aug. 31, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Oct. 31, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Nov. 30, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Dec. 31, 1871	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Jan. 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Feb. 28, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
March 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
April 30, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
May 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
June 30, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
July 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Aug. 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Oct. 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Nov. 30, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Dec. 31, 1872	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Jan. 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Feb. 28, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
March 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
April 30, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
May 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
June 30, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
July 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Aug. 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Oct. 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Nov. 30, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Dec. 31, 1873	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Jan. 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Feb. 28, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
March 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
April 30, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
May 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
June 30, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
July 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Aug. 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Oct. 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Nov. 30, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Dec. 31, 1874	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Jan. 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Feb. 28, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
March 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
April 30, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
May 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
June 30, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
July 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Aug. 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Sept. 30, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Oct. 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Nov. 30, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Dec. 31, 1875	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Jan. 31, 1876	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
Feb. 28, 1876	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
March 31, 1876	711.0	247.0	300.0	-	1,161,433	1,066,000	2,380,000	100,162	100	100	...		
April 30, 1876													

RAILROAD SHARE LIST: including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

Rolling Stock (¹) occurring in the column headed "Rolling Stock" signifies the cost of rolling stock used in the business. Railroad Railroads are PRIMARILY in the business of moving passengers and freight. Railroad Railroads are ELECTRICALLY powered by a motor or by steam power. Railroad Railroads are PROPRIETORSHIP owned by a single individual.

THE PRACTICAL

Railroad.		Rolling Stock.		Property and Assets.	
		Assets.		Companies.	
		Rolling Stock.		Railroad.	
Freight.	Cars.				
H. M. E.	Pass.				
Engines.					
Railroad in progress.					
2d Track and Sidings.					
Branch Line.	M.	M.			
Main Line.	M.	M.			
Year ending.					
Sept. 30, 1877	6.4	—	3 N. Y., Housatonic & North. N.Y. & Conn.	461,207	•
Sept. 30, 1871	7.1	—	New York, N.Y. & Mahopac.	229,100	•
Sept. 30, 1872	126.0	104.0	New York and Hartford, N.Y. Ct. & Me.	12,161,233	•
Sept. 30, 1871	6.3	—	N.Y. & New Haven.	846,972	1,876,563
Sept. 30, 1871	126.0	104.0	New York and Oswego Midland.	1,309,729	1,065,927
Sept. 30, 1871	6.3	—	Providence and Boston, C. & R. I.	2,568,000	•
Sept. 30, 1871	96.0	—	Niagara Bridge and Cunardaga-N.Y. York.	3,210,616	•
Sept. 30, 1871	—	—	Niles and New Labon.	1,112,865	•
May 31, 1871	56.0	—	North Carolina I.	4,947,746	326,372
Feb. 28, 1871	102.0	—	North Carolina I.	2,448,131	24,900
Dec. 31, 1871	72.0	—	South Carolina.	2,448,131	(No account)
Oct. 31, 1871	121.0	118.0	North Louisiana and Texas — La.	—	—
Dec. 31, 1871	94.9	121.0	North Pennsylvania.	6,116,643	1,169,187
Dec. 31, 1871	10.0	2.0	Ogden Mine.	4,157,796	1,450,422
Dec. 31, 1871	10.0	2.0	Northern, of Canada.	452,904	•
Dec. 31, 1871	138.0	4.0	Northern Central V.	11,484,745	3,049,049
Mar. 31, 1872	102.2	13.4	Ohio and Mississippi.	40,463,500	301,144
Dec. 31, 1871	16.5	—	Ohio, Ind. & Ill.	70,456,300	•
Dec. 31, 1871	21.3	—	Ohio and Allegheny River.	5,068,400	876,000
Dec. 31, 1871	278.0	—	Northern New Jersey.	7,539,386	1,006,851
Sept. 30, 1871	17.0	—	N.J. and N.Y.	627,461	•
Sept. 30, 1871	69.4	7.0	Northern Pacific.	1,000,000	•
Dec. 31, 1871	118.0	32.0	Milan, Dak. &c.	2,846,180	(In progress.)
Dec. 31, 1871	12.0	1.0	North and Worcester.	1,448,971	•
Sept. 30, 1871	118.0	44.0	Conn. & Mass.	6,942,766	•
Dec. 31, 1871	94.9	121.0	Nova Scotia.	8,600,000	•
Dec. 31, 1871	10.0	2.0	New Hampshire.	4,157,796	1,450,422
Dec. 31, 1871	10.0	2.0	New Jersey.	452,904	•
Sept. 30, 1871	94.9	121.0	New Mexico.	1,000,000	•
Dec. 31, 1871	10.0	2.0	New York.	950,953	•
Dec. 31, 1871	10.0	2.0	Ohio and Syracuse.	1,268,324	•
Oct. 31, 1871	94.0	10.0	Owensboro and Russellville.	1,000,000	•
Dec. 31, 1871	94.0	10.0	Kentucky.	147,670,300	1,076,078
Sept. 30, 1871	13.4	—	Paducah and Gulf.	—	Under construction.
Dec. 31, 1871	21.3	—	Pekin, Lincoln and Decatur.	2,488,250	•
Dec. 31, 1871	12.0	—	Pelhamville and Youngstown.	—	•
Dec. 31, 1871	12.0	—	Pennsylvania Gap 1.	250,000	•
Sept. 30, 1871	26.0	1.0	Pennsylvania.	800,000	•
Dec. 31, 1871	26.0	1.0	Pennsylvania and Western Kanas.	8,600,000	•
Dec. 31, 1871	26.0	1.0	Pennsylvania and Western Kanas.	9,500,000	•
Sept. 30, 1871	28.6	3.3	Piney Valley and Lake Champlain.	—	•
Dec. 31, 1871	35.0	1.0	Ohio and Hudson.	1,000,000	•
Sept. 30, 1871	35.0	1.0	Ohio and Mississippi.	1,000,000	•
Dec. 31, 1871	94.0	3.6	Ohio Creek and Allegheny River.	—	•
Sept. 30, 1871	16.5	—	Ohio Colony and Newport.	—	•
Dec. 31, 1871	16.5	—	Massachusetts.	8,028,022	69,000
Dec. 31, 1871	16.5	—	Michigan.	690,900	690,900
Dec. 31, 1871	16.5	—	Minnesota.	—	•
Dec. 31, 1871	16.5	—	Missouri.	—	•
Dec. 31, 1871	16.5	—	Missouri 1.	—	•
Dec. 31, 1871	16.5	—	Missouri 2.	—	•
Dec. 31, 1871	16.5	—	Missouri 3.	—	•
Dec. 31, 1871	16.5	—	Missouri 4.	—	•
Dec. 31, 1871	16.5	—	Missouri 5.	—	•
Dec. 31, 1871	16.5	—	Missouri 6.	—	•
Dec. 31, 1871	16.5	—	Missouri 7.	—	•
Dec. 31, 1871	16.5	—	Missouri 8.	—	•
Dec. 31, 1871	16.5	—	Missouri 9.	—	•
Dec. 31, 1871	16.5	—	Missouri 10.	—	•
Dec. 31, 1871	16.5	—	Missouri 11.	—	•
Dec. 31, 1871	16.5	—	Missouri 12.	—	•
Dec. 31, 1871	16.5	—	Missouri 13.	—	•
Dec. 31, 1871	16.5	—	Missouri 14.	—	•
Dec. 31, 1871	16.5	—	Missouri 15.	—	•
Dec. 31, 1871	16.5	—	Missouri 16.	—	•
Dec. 31, 1871	16.5	—	Missouri 17.	—	•
Dec. 31, 1871	16.5	—	Missouri 18.	—	•
Dec. 31, 1871	16.5	—	Missouri 19.	—	•
Dec. 31, 1871	16.5	—	Missouri 20.	—	•
Dec. 31, 1871	16.5	—	Missouri 21.	—	•
Dec. 31, 1871	16.5	—	Missouri 22.	—	•
Dec. 31, 1871	16.5	—	Missouri 23.	—	•
Dec. 31, 1871	16.5	—	Missouri 24.	—	•
Dec. 31, 1871	16.5	—	Missouri 25.	—	•
Dec. 31, 1871	16.5	—	Missouri 26.	—	•
Dec. 31, 1871	16.5	—	Missouri 27.	—	•
Dec. 31, 1871	16.5	—	Missouri 28.	—	•
Dec. 31, 1871	16.5	—	Missouri 29.	—	•
Dec. 31, 1871	16.5	—	Missouri 30.	—	•
Dec. 31, 1871	16.5	—	Missouri 31.	—	•
Dec. 31, 1871	16.5	—	Missouri 32.	—	•
Dec. 31, 1871	16.5	—	Missouri 33.	—	•
Dec. 31, 1871	16.5	—	Missouri 34.	—	•
Dec. 31, 1871	16.5	—	Missouri 35.	—	•
Dec. 31, 1871	16.5	—	Missouri 36.	—	•
Dec. 31, 1871	16.5	—	Missouri 37.	—	•
Dec. 31, 1871	16.5	—	Missouri 38.	—	•
Dec. 31, 1871	16.5	—	Missouri 39.	—	•
Dec. 31, 1871	16.5	—	Missouri 40.	—	•
Dec. 31, 1871	16.5	—	Missouri 41.	—	•
Dec. 31, 1871	16.5	—	Missouri 42.	—	•
Dec. 31, 1871	16.5	—	Missouri 43.	—	•
Dec. 31, 1871	16.5	—	Missouri 44.	—	•
Dec. 31, 1871	16.5	—	Missouri 45.	—	•
Dec. 31, 1871	16.5	—	Missouri 46.	—	•
Dec. 31, 1871	16.5	—	Missouri 47.	—	•
Dec. 31, 1871	16.5	—	Missouri 48.	—	•
Dec. 31, 1871	16.5	—	Missouri 49.	—	•
Dec. 31, 1871	16.5	—	Missouri 50.	—	•
Dec. 31, 1871	16.5	—	Missouri 51.	—	•
Dec. 31, 1871	16.5	—	Missouri 52.	—	•
Dec. 31, 1871	16.5	—	Missouri 53.	—	•
Dec. 31, 1871	16.5	—	Missouri 54.	—	•
Dec. 31, 1871	16.5	—	Missouri 55.	—	•
Dec. 31, 1871	16.5	—	Missouri 56.	—	•
Dec. 31, 1871	16.5	—	Missouri 57.	—	•
Dec. 31, 1871	16.5	—	Missouri 58.	—	•
Dec. 31, 1871	16.5	—	Missouri 59.	—	•
Dec. 31, 1871	16.5	—	Missouri 60.	—	•
Dec. 31, 1871	16.5	—	Missouri 61.	—	•
Dec. 31, 1871	16.5	—	Missouri 62.	—	•
Dec. 31, 1871	16.5	—	Missouri 63.	—	•
Dec. 31, 1871	16.5	—	Missouri 64.	—	•
Dec. 31, 1871	16.5	—	Missouri 65.	—	•
Dec. 31, 1871	16.5	—	Missouri 66.	—	•
Dec. 31, 1871	16.5	—	Missouri 67.	—	•
Dec. 31, 1871	16.5	—	Missouri 68.	—	•
Dec. 31, 1871	16.5	—	Missouri 69.	—	•
Dec. 31, 1871	16.5	—	Missouri 70.	—	•
Dec. 31, 1871	16.5	—	Missouri 71.	—	•
Dec. 31, 1871	16.5	—	Missouri 72.	—	•
Dec. 31, 1871	16.5	—	Missouri 73.	—	•
Dec. 31, 1871	16.5	—	Missouri 74.	—	•
Dec. 31, 1871	16.5	—	Missouri 75.	—	•
Dec. 31, 1871	16.5	—	Missouri 76.	—	•
Dec. 31, 1871	16.5	—	Missouri 77.	—	•
Dec. 31, 1871	16.5	—	Missouri 78.	—	•
Dec. 31, 1871	16.5	—	Missouri 79.	—	•
Dec. 31, 1871	16.5	—	Missouri 80.	—	•
Dec. 31, 1871	16.5	—	Missouri 81.	—	•
Dec. 31, 1871	16.5	—	Missouri 82.	—	•
Dec. 31, 1871	16.5	—	Missouri 83.	—	•
Dec. 31, 1871	16.5	—	Missouri 84.	—	•
Dec. 31, 1871	16.5	—	Missouri 85.	—	•
Dec. 31, 1871	16.5	—	Missouri 86.	—	•
Dec. 31, 1871	16.5	—	Missouri 87.	—	•
Dec. 31, 1871	16.5	—	Missouri 88.	—	•
Dec. 31, 1871	16.5	—	Missouri 89.	—	•
Dec. 31, 1871	16.5	—	Missouri 90.	—	•
Dec. 31, 1871	16.5	—	Missouri 91.	—	•
Dec. 31, 1871	16.5	—	Missouri 92.	—	•
Dec. 31, 1871	16.5	—	Missouri 93.	—	•
Dec. 31, 1871	16.5	—	Missouri 94.	—	•
Dec. 31, 1871	16.5	—	Missouri 95.	—	•
Dec. 31, 1871	16.5	—	Missouri 96.	—	•
Dec. 31, 1871	16.5	—	Missouri 97.	—	•
Dec. 31, 1871	16.5	—	Missouri 98.	—	•
Dec. 31, 1871	16.5	—	Missouri 99.	—	•
Dec. 31, 1871	16.5	—	Missouri 100.	—	•
Dec. 31, 1871	16.5	—	Missouri 101.	—	•
Dec. 31, 1871	16.5	—	Missouri 102.	—	•
Dec. 31, 1871	16.5	—	Missouri 103.	—	•
Dec. 31, 1871	16.5	—	Missouri 104.	—	•
Dec. 31, 1871	16.5	—	Missouri 105.	—	•
Dec. 31, 1871	16.5	—	Missouri 106.	—	•
Dec. 31, 1871	16.5	—	Missouri 107.	—	•
Dec. 31, 1871	16.5	—	Missouri 108.	—	•
Dec. 31, 1871	16.5	—	Missouri 109.	—	•
Dec. 31, 1871	16.5	—	Missouri 110.	—	•
Dec. 31, 1871	16.5	—	Missouri 111.	—	•
Dec. 31, 1871	16.5	—	Missouri 112.	—	•
Dec. 31, 1871	16.5	—	Missouri 113.	—	•
Dec. 31, 1871	16.5	—	Missouri 114.	—	•
Dec. 31, 1871	16.5	—	Missouri 115.	—	•
Dec. 31, 1871	16.5	—	Missouri 116.	—	•
Dec. 31, 1871	16.5	—	Missouri 117.	—	•
Dec. 31, 1871	16.5	—	Missouri 118.	—	•
Dec. 31, 1871	16.5	—	Missouri 119.	—	•
Dec. 31, 1871	16.5	—	Missouri 120.	—	•
Dec. 31, 1871	16.5	—	Missouri 121.	—	•
Dec. 31, 1871	16.5	—	Missouri 122.	—	•
Dec. 31, 1871	16.5	—	Missouri 123.	—	•
Dec. 31, 1871	16.5	—	Missouri 124.	—	•
Dec. 31, 1871	16.5	—	Missouri 125.	—	•
Dec. 31, 1871	16.5	—	Missouri 126.	—	•
Dec. 31, 1871	16.5	—	Missouri 127.	—	•
Dec. 31, 1871	16.5	—	Missouri 128.	—	•
Dec. 31, 1871	16.5	—	Missouri 129.	—	•
Dec. 31, 1871	16.5	—	Missouri 130.	—	•
Dec. 31, 1871	16.5	—	Missouri 131.	—	•
Dec. 31, 1871	16.5	—	Missouri 132.	—	•
Dec. 31, 1871	16.5	—	Missouri 133.	—	•
Dec. 31, 1871	16.5	—	Missouri 134.	—	•
Dec. 31, 1871	16.5	—	Missouri 135.	—	•
Dec. 31, 1871	16.5	—	Missouri 136.	—	•
Dec. 31, 1871	16.5	—	Missouri 137.	—	•
Dec. 31, 1871	16.5	—	Missouri 138.	—	•
Dec. 31, 1871	16.5	—	Missouri 139.	—	•
Dec. 31, 1871	16.5	—	Missouri 140.	—	•
Dec. 31, 1871	16.5	—	Missouri 141.	—	•
Dec. 31, 1871	16.5	—	Missouri 142.	—	•
Dec. 31, 1871	16.5	—	Missouri 143.	—	•
Dec. 31, 1871	16.5	—	Missouri 144.	—	•
Dec. 31, 1871	16.5	—	Missouri 145.		

Abstract of General Balance Sheet.

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Report of the Secretary of the Commonwealth of Massachusetts, for the Year ending December 31, 1870.																			
Statement of the Condition of the State Roads, Bridges, and Canals, and of the Public Works of the Commonwealth.																			
For the Year ending December 31, 1870.																			
Year	Month	Day	Year	Month	Day	Year	Month	Day	Year	Month	Day	Year	Month	Day	Year				
1870	Sept.	30	1870	Oct.	17	1870	Oct.	17	1870	Oct.	17	1870	Oct.	17	1870				
421	23	24	6	616	Providence and Worcester. R. I. & Mass.	1,674,043	557,447	121,486	2,000,000	300,000	110,094	8,189,892	46,3	454,672	1,398,891	205,513	100,142		
438	12	13	11	4	94	Raleigh and Gaston. N. C.	1,630,000	122,092	1,600,000	60,000	64,977	97,0	1,604,049	458,423	144,149	6	100		
50	2	2	2	40	Raleigh and Augusta Air-Line. N. C.	1,137,500	—	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600		
107	8	6	1	87	Reading and Columbia. Pennsylvania.	2,040,166	220,583	61,576	507,288	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
109	30	31	31	80	Rensselaer and Saratoga. N. Y. & Vt.	6,960,100	20,370	36,666	6,000,000	1,025,000	4,000,000	2,586,190	441,000	6,935,817	190,476	457,464	1,674,484	237,347	60
109	30	31	31	81	Rensselaer and Saratoga. N. Y. & Vt.	6,960,100	20,370	36,666	6,000,000	1,025,000	4,000,000	2,586,190	441,000	6,935,817	190,476	457,464	1,674,484	237,347	60
110	30	31	31	82	Richmond and Danville. Virginia.	6,683,937	22,24	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	83	Richmond, Fredericksburg and Potomac. Virginia.	2,215,000	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	84	Rochester and Peterborough. New York.	6,151,303	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	85	Rockford, Rock Island and St. Louis. Ill.	1,100	20,370	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	86	Rome. Waterbury and Ogdensburg. N.Y.	2,343,370	20,290	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	87	Rondout and Owego. New York.	2,343,370	20,290	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	88	Rutland. Vermont.	2,343,370	20,290	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	89	Saint Joseph and Denver City. Kansas.	1,825,000	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	90	Saint Lawrence and Ottawa. Canada.	1,825,000	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	91	Saint Louis, Alton and Terre Haute. Illinois.	11,340,000	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	92	Saint Louis and Iron Mountain. Missouri.	16,285,000	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	93	Saint Louis, Jacksonville and Chicago. Illinois.	16,345,850	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	94	Saint Paul and Pacific Coast Div. Minnesota.	14,982,301	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	95	Saint Paul and Sioux City. Iowa.	4,665,310	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	96	Salem and Lowell. Massachusetts.	4,665,960	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	97	Sandusky, Mansfield and Newark. Ohio.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	98	Savannah, Okla and Pacific. N. Mex. & Iowa.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	99	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	100	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	101	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	102	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	103	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	104	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	105	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	106	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	107	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	108	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	109	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	110	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	111	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	112	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	113	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	114	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	115	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	116	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	117	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	118	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	119	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	120	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	121	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	122	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	123	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	124	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000	
110	30	31	31	125	Schenectady and Susquehanna. N. York.	3,219,466	1,871,497	1,848,821	192,058	4,000,00									

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to $\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, $\frac{1}{2}$ to $\frac{1}{2}$ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2d; Scrap Cast, 2d; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

Pig, Scotch—Coltness. per ton 52 @ 53

Gartsherrie..... @ 56

Glengarnock..... 43 @ 44

Eglinton..... 42 @ 44

Pig, American, No. 1. 45 @ 48

Pig, American, No. 2. 41 @ 44

Pig, American, Forge. @ 35

Bar, Refined, English and American. @ 50

Bar, Swedes, assorted sizes. (gold). @ 137 50

STORE PRICES.

Bar, Swedes, $\frac{1}{2}$ in. & $\frac{1}{2}$ in. to $\frac{1}{2}$ sq. 1 in. to 5x to $\frac{1}{2}$ to 2 sq. 6 to 12 x $\frac{1}{2}$ & $\frac{1}{2}$. 175 @ 185

Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6 in. x 1 to 1 in. 97 50 @ 95

Bar Refined, $\frac{1}{2}$ to 6 by $\frac{1}{2}$ & 5-16 in. 97 50 @ 100

Bar Refined, 1 & $\frac{1}{2}$ by $\frac{1}{2}$ & 5-16. 100 @ 102 50

Large Rounds, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ @ 4 in. 102 50 @ 117 50

Scroll. 112 50 @ 145

Ovals and Half-round. 120 @ 140

Band, 1 to 6 in. by 3-16 to No. 12. 110 @ 112 50

Horse Shoe. 120 @ 122 50

Rods, 1 $\frac{1}{2}$ to 16 inch. 97 50 @ 140

Hoop, $\frac{1}{2}$ by No. 22 to 1 & 1 $\frac{1}{2}$ by 13 & 14. 120 @ 170

Nail Rod. per lb. 9 @ 9 $\frac{1}{2}$

Sheet Russia, as to assortment. (gold) 16 @ 18

Sheet, Single, D. and T. Common. 6 @ 7 $\frac{1}{2}$

Sheet, Doubles and Trebles, Charcoal. 7 $\frac{1}{2}$ @ 8 $\frac{1}{2}$

Sheet Galvanized. List 10 per ct. disc.

Rails, English. (gold) per ton. @ 67 50

Rails, American, at Works in Penna. c'y. 77 50 @ 70

Anvils (Eagle). per lb. currency. 9 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2¢ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 $\frac{1}{2}$ cents per lb. and 10 per cent ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality) per lb. 18 @ 23

English Spring (2d and 1st quality) per lb. 9 @ 10 $\frac{1}{2}$

English Blister (2d and 1st quality) per lb. 14 @ 18 $\frac{1}{2}$

English Machinery. @ 14 $\frac{1}{2}$

English German (2d and 1st quality) per lb. 12 @ 14 $\frac{1}{2}$

American Blister. @ 11 $\frac{1}{2}$

American, Cast, Tool. @ 17

American, Cast Spring. @ 11

American Machinery. 11 @ 12

American German Spring. 9 @ —

NAILS—DUTY: Cut, 14; Wrought, 2d. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common..... per keg. @ 4 75

8d. and 9d. " " @ 5

6d. and 7d. " " @ 5 25

4d. and 5d. " " @ 5 50

3d. " " @ 5 25

2d. and 3d. Fine. " " @ 7

Cut Spikes, all sizes. " " @ 5

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca..... (gold) per lb. @ 36

Straits..... (gold) @ 31 $\frac{1}{2}$

English..... (gold) 30 @ 30

Plates—Fair to good brands.—Gold—Currency.

I. C. Charcoal.. per box. 11 25 @ 11 50 13 25 @ 13 75

I. C. Coke..... 9 @ 10 50 10 75 @ 11 25

Coke Terno..... 8 @ 9 9 50 @ 10 50

Charcoal Terne..... 10 @ 10 50 11 75 @ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk) 7 @ 8

Crude 40@47 gravity (in shipping order) 12 @ 13

Refined, Standard White (in ship's order) 17 @ 18

Refined, S. W. (in jobbing lots) 18 @ 18 $\frac{1}{2}$

Refined, S. W. (in tin) 23 @ 25

Naphtha, Refined (65@73 gravity) 10 @ 10 $\frac{1}{2}$

Residuum.... (in shipping order) per gall. 10 @ 10 $\frac{1}{2}$

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb. @ 38

Copper, Bolts..... @ 40

Copper, Braziers' (over 16 oz.) @ 40

Copper, Nails..... @ 45

Copper, Old Sheathing, &c., mixed lots. 24 @ 27

Copper, American Ingot..... 28 @ 28 $\frac{1}{2}$

Copper, English Pig..... @ 28

Yellow Metal, New Sheathing & Bronze..... @ 27

Yellow Metal, Bolts..... @ 32

Yellow Metal, Nails, Sheathing & Slating. 27 @ 30

LEAD—DUTY: Pig, \$2 per 100 lb.; Old Lead, 14 cents per lb.; Pipe and Sheet, 2d cents per lb.—all less 10 p. ct.

Spanish Ordinary..... (gold) per 100 lb. 6 50 @ 6 75

German Ordinary..... (gold) 6 50 @ 6 75

English..... (gold) 6 62 @ 7

Bar..... @ 9 25

Pipe..... @ 10 50

Sheet..... @ 10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16c. pr. lb.

Tatham's Improved Tin-Lined Lead Pipe. 16c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel..... 16 @ 18

Liverpool House Cannel..... @ 22

Anthracite (by cargo) per ton of 2,000 lb. 5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Boston, Hart. & Erie.....	2	2	2	2	2	2
Canton Co.....	100	100	100	100	100	100
Central Pacific 6s.....	100	100	100	100	100	100
Central of N. Jersey.....	106	101	102	102	102	102
Chicago, Burlington & Quincy.....	pref.	1 M.	S. F.	Inc. bds.	1st M.	1st M.
Chicago, Burlington & Quincy.....	8s, 1883	110	109	109	109	109
Chicago & Northwestern 7s.....	71	69	69	69	69	69
Chicago & Northwestern 7s.....	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$
Chicago, Rock Isl. & Pac. 109 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Chi., R. I. & Pa. 7s, 1890.....	103	103	103	103	103	103
Clev. & Pittsburg guar.....	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Clev. and Toledo.....	2 M.	3 M.	4 M.	5 M.	6 M.	7 M.
Clev. and Toledo.....	S. F. 7s.	S. F. 7s.	S. F. 7s.	S. F. 7s.	S. F. 7s.	S. F. 7s.
Col. Chi., Ind. & Ind. 28 $\frac{1}{2}$	28 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$
Col. Chi., Ind. & Ind. 28 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Del. & Hudson Canal.....	119	120	120	120	120	120
Del. Lack. & Western 97 $\frac{1}{2}$	98	98	98	98	98	98
Eric Railroad.....	62 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$
Eric Railroad.....	pref.	1 M. 7s.	2 M. 7s.	3 M. 7s.	4 M. 7s.	5 M. 7s.
Eric Railroad.....	103	73	73	73	73	73
Hudson River.....	104	104	104	104	104	104
Illinois Central.....	109	110 $\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$
Lake Shore & Mich. S'th. 95 $\frac{1}{2}$	98 $\frac{1}{2}$	98	98	98	98	98
Lake Shore Div. bonds.....	98	98	98	98	98	98
Marietta & Cin. 1st pref.....	22	22	22	22	22	22
Michigan Central.....	92 $\frac{1}{2}$	91	91	91	91	91
Michigan Central.....	2 M. S. F. 1882.....	99 $\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$
M. S. and N. I. M. S. F. 103.....	2 M.	3 M.	4 M.	5 M.	6 M.	7 M.
Mariposa Mining Co.....	pref.	1st mort.	2d mort.	3d mort.	4th mort.	5th mort.
Milw. and St. Paul 51 $\frac{1}{2}$	61 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$
Milw. and St. Paul 51 $\frac{1}{2}$	72 $\frac{1}{2}$	73	73	73	73	73
Morris and Essex.....	91	91	91	91	91	91
N. Y. Can. & Hud. Riv. 102 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	104	104	104	104
N. Y. & S. F. 1876.....	7s, 1876.....	93 $\frac{1}{2}$	93$\frac{1}{2}$	93$\frac{1}{2}$	93$\frac{1}{2}$	93$\frac{1}{2}$
N. Y. and Harlem 126 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
N. Y. & S. F. 1876.....	1 M. 7s. 1878.....	120	120	120	120	120
N. York, N. Hav. & Hart.....	105	105	105	105	105	105
N. Carolina 6s. old.....	new	new	new	new	new	new
Ohio and Miss. 33 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Pacific Mail S. S. Co. 36 $\frac{1}{2}$	86 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Panama 110 110 $\frac{1}{2}$	110	110 $\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$	110$\frac{1}{2}$
Pitts., Ft. W. & Chi. gld. 106 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Pitts., Ft. W. & Chi. gld. 106 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
Quicksilver Mining Co. St. L. Alton & T. H. 1 M. 7s. 1884.....	pref.	1 M.	2 M.	Income bds.	bonds, 1875.....	bonds, 1880.....
Union Pacific 26 $\frac{1}{2}$	26 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$
Union Pacific 26 $\frac{1}{2}$	1st mort.	2d mort.	Equipment.	St. Lou. Div.	1885.....	1885.....
Union Pacific 26 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$
Union Pacific 26 $\frac{1}{2}$	70 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$
Union Pacific 26 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Virginia 6s. old.....	new	new	new	new	bonds, 1885.....	1900.....
Virginia 6s. old.....	consol.	52 $\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$
Virginia 6s. old.....	def. cort.	10 $\frac{1}{2}$	10$\frac{1}{2}$	10$\frac{1}{2}$	10$\frac{1}{2}$	10$\frac{1}{2}$

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W. 2.	Th. 3.	F. 4.	S

Boston Stock Exchange.

Actual Sale Prices for the week ending July 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Boston and Albany	143	143	144			
Boston and Lowell	127	127				
Boston and Maine	118	118	117			
Boston and Providence	161					
Boston, Hartford & Erie	32	32	32	31		
" 7s, new	32					
Chestire, pref.				101		
Chi. Bur. & Quincy					101	
Concord						
Connecticut River						
Eastern	102	102	103			
Fitchburg						
Manchester & Lawrence						
Michigan Central	91	91	91			
Northern, N. H.				107		
Ogdens, & Lake Champlain						
" pref.						
Old Colony	110	110	110			
Ph. Wil. & Baltimore	55	55	55			
Portl'd, Saco & Ports		125				
Union Pacific						
" 6s.	83		82			
" Land Grant 7s						
" Income 10s						
Vermont & Canada	66	67				
Vermont & Mass.		74				
South Boston (Horse)				101		
Cambridge						
Metropolitan						
Middlesex						
Central Mining Co.						
Copper Falls	21	22	22			
Franklin						
National						
Pewabic						
Quincy						

London Stock Exchange.

	Closing	Prices.
June 13.	June 20.	
Atlantic & Gt. W. 1st mort., \$1,000	78 - 80	79 - 81
Do. 2d mort., \$1,000	67 - 69	68 - 70
Do. Con. mort. B'nds Bisch's Cert.	45 1/2 - 46 1/2	46 - 47
Do. Reorg. Scrip.	96 - 98	96 - 98
Do. Leas. Lines, Rental Bonds	93 - 94	93 - 94
Detroit & Milwaukee 1st mort. Bonds	68 - 72	68 - 72
Do. 2d do.		
Erie shares 100 dol. all paid	49 1/2 - 50	50 - 50 1/2
Do. 6 per cent Convertible Bonds	96 - 97	96 - 97
Cons. Mort. amount auth. to be issued for conv. of existing bonds	94 - 95	94 - 95
Illinois Central \$100 shares all paid	86 - 88	84 - 86
Do. Redemption mort. bonds 6 p.c.	98 - 100	98 - 100
Illinois & St. Louis Bridge 1st mort.	98 - 100	98 - 100
Marietta and Cincinnati Rail. Bonds	84 - 88	84 - 88
Michigan Central 8s 1882, conv.	85 - 90	85 - 90
Panama 2d mort.		
Panama General mort.	91 - 93	91 - 93
Pennsylvania, 2d mort.	98 - 100	98 - 100
Do. General mort.	90 - 100	90 - 100
Do. \$50 shares	43 - 44	43 - 44
Philadelphia and Erie 1st mort.	95 - 97	95 - 97
Do. with option to be paid in Phila.	95 - 97	95 - 97

American Railroad Journal

Saturday, July 12, 1873.

Stock Exchange and Money Market.

Business, financial and commercial, in the wholesale line, was quite generally suspended from Thursday, July 3, to Monday, July 7, so that the week has been a broken one, in trade circles, and the movements in most lines have been comparatively moderate. The Money market has assumed an unusually easy aspect, with funds in search of lucrative employment accumulating rapidly, and rates of accommodation favoring borrowers decidedly. Call loans were quoted at the close as low as from 2@4 per cent; with choice to very good commercial credits at from 5@7 per cent per annum. At these modified figures, the wants of all responsible borrowers were quite promptly provided for. The city banks derived much additional strength, in the line of their reserves, from the July interest and dividend disbursements; and, in their last weekly exhibit, they reported large gains in the way of specie and deposits, while showing a moderate loss of legal tender notes. The cash balances of the U. S. Sub-Treasury were reduced in both the coin and currency forms, but not to any very im-

portant extent, notwithstanding the free liquidation of interest claims, particularly in coin, in payment of the July coupons, and registered interest obligations, on account of the national funded indebtedness. The city banks last week reported an increase of about 8 1/2 millions in their deposit line, with a decrease of nearly a million in their legal tender, and a gain of over 5 1/2 millions in their specie reserves. They enlarged their loan and discount averages about 5 1/2 millions, and again contracted their circulation slightly.

The city banks have made a further large gain on their obligatory reserve, the last statement showing that they had \$16,608,000 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance nearly 1 1/2 millions; and its currency reserve about 1 1/2 millions. Its currency reserves at the close of the week were \$25,262,285; and its coin hoard, \$39,267,592.

The clearances of the city banks averaged through the week 95 1/2 millions a day, and amounted in the aggregate, for the whole week, to \$478,571,887, as against \$438,988,739 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,402,466 and its coin reserve \$1,448,742 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$33,551,400, against \$28,785,500 same time last year. The city bank deposits are now \$232,369,400 against \$241,774,900, week ending July 6, 1872. The legal tender reserve amounts to \$48,168,000, against \$52,508,600 same time last year. The circulation now stands at \$27,276,200 against \$27,508,400 same time last year. The loans are now \$286,905,800 against \$296,901,800 at this date last year.

The coin reserve of the city banks is now over 33 1/2 millions, as against about 15 millions Feb. 21, 1873, and about 25 3/4 millions on the 20th of last July; the legal tender reserve is 48 1/2 millions against about 34 1/2 millions April 5th, 1873, and 55 1/2 millions on the statement of June 15th, 1872; and the deposits are now about 232 3/4 millions, against 186 1/2 on the 12th of April, 1873, and 247 1/2 millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell Gold, as follows: Thursday, July 17, \$1,500,000; Thursday, July 24, \$1,000,000; Thursday, July 31, \$1,000,000; and on Wednesday, July 16th, to buy in \$500,000 of U. S. Five-Twenty Bonds.

The cash balances in the Treasury Department on Tuesday were as follows: Currency, \$9,098,459; special deposit of legal tenders for the redemption of certificates of deposit, \$82,160,000; coin, \$72,280,791. Coin certificates outstanding, \$40,156,300; outstanding legal tenders \$356,000,000.

The U. S. Sub-Treasury office last week received \$1,998,838 of currency, and \$7,827,440 of gold, the latter including \$1,266,000 from customs; and disbursed \$8,401,304 of currency and \$9,876,182 of gold, the latter embracing \$615,000 of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about three millions, and for the fiscal year ending with June 30th, 1873, \$115,087,-

728. The customs at the port of New York, for week, were \$1,249,683, and at the outports, about \$450,000 more, in coin or coin certificates.

The Gold speculation assumed a more confident temper toward the close, on an enlarged business, though the customs drain was moderate, and the export movement light. The operators for a rise were more determined in their bidding and seemed to view the immediate future hopefully, for their interest. The range of the price during the week has been from 115 1/2 @ 115 1/2, and the quotation on Wednesday was 115 1/2 against 115 1/2 on Wednesday of the preceding week. The specie outflow last week, was \$401,515. The Gold Exchange Bank clearances have averaged about 461 million per day during the week.

The customs demand for Gold last week, averaged \$278,200 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were \$2,050, and thus far in 1873, have been \$1,962,011, against \$755,131 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$64,871,356 against \$77,742,175 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$41,974,278, against \$46,138,875 during the same time in 1872.

The export drain of specie was \$401,515 last week, against \$2,624,812 same week preceding year. The shipments since January 1, 1873, have been \$28,700,768 against \$89,745,287 during the same portion of 1872.

Foreign Exchange has been in more demand and quoted dearer toward the close. Bankers' sixty day bills on London closed on Wednesday at 100 1/4 @ 100 1/2; eight bills on London, at 110 1/2 @ 110 1/4. The week's exports of Domestic Produce have been to the currency value of \$4,964,510.

Government securities have been in much better demand, largely on investment account, at firmer and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at 112 1/2 @ 112 1/2; U. S. Five-Twenties of 1862, 117 1/2 @ 117 1/2; U. S. Five-Twenties of 1864 at 117 1/2 @ 117 1/2; U. S. Five-Twenties of 1865 118 1/2 @ 118 1/2; U. S. Five-Twenties of 1865 consolidated 117 1/2 @ 117 1/2; U. S. Five-Twenties of 1867, 118 1/2 @ 118 1/2; U. S. Five-Twenties of 1868, 118 @ 118 1/2; U. S. Ten-forties at 114 1/2 @ 114 1/2; U. S. Fives of 1881 (Funding Loan) 115 @ 115 1/2; Six per cent. currency Sixes from 114 1/2 @ 114 1/2.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 26.	July 1.	July 9.
Consols	92 1/2	92 1/2	92 1/2
U. S. 5-20s, 1885	92 3/4	98	98 1/2
" 1867	92 3/4	92 1/2	93 1/2
" 10-40s	89	89 1/2	90 1/2
New Fives of 1881	89 1/2	90	90 1/2
Erie	49 1/2	49	48 1/2

The Railway and Miscellaneous share speculation has been decidedly more active than usual of late, and prices have been generally quoted stronger.

State bonds have been more sought after at firmer rates, as a rule.

An improved demand has been noted for the favorites of the Railway Mortgage Bond Loans

on investment account, and prices have been generally well maintained, closing on the older issues of substantial loans, more firmly, influenced in good part, by the prevailing ease in Money. Central Pacific Sixes have been in demand at from 100 $\frac{1}{2}$ @100% ex the July three per cent coupon. The June earnings of the Central Pacific Railroad were \$1,318,790, as against \$1,188,272 in June of last year; and thus far in 1873, \$6,820,787, as against \$5,508,618 same time in 1872, showing a gain of \$812,171 for the first half of the current year. The Chesapeake and Ohio Seven per cent gold bonds have been quite actively sought after at 90, and interest. Chesapeake and Ohio Sixes have been more inquired for at 88 $\frac{1}{2}$ and interest. Western Pacific Sixes have been in fair demand at 92 $\frac{1}{4}$ @92%, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been selling quite freely, to investment buyers, at par and interest. The balance of the defined limit of this loan is consequently being marketed with encouraging rapidly.

The movements in most business lines have been on a restricted scale, since our last. In the Metal trade, the dealings have been unusually light. Copper has been dull and rather weak, with sales of 100,000 lbs., in lots, at 28 $\frac{1}{2}$ c. per lb. Iron has been very dull, no important transactions having been reported, while values have been quoted very irregular. We quote: Eglinton Pig at \$42; Glengarnock, at \$43; No. 1 American Pig at \$45@\$48; No. 2 do. \$41@\$46; Wrought Scrap at \$45@\$48; English rails at \$65@\$68, gold; American Rails at works, \$75@\$80. Old Rails \$19@\$22. Pig Lead has been in limited demand, at \$6 62 $\frac{1}{2}$ @\$6 75, gold, for foreign. Spelter has been more active, but less firm at 7 $\frac{1}{2}$ c. @7 $\frac{1}{2}$ c. gold; sales, 50 tons. Pig-tin has been in fair request, with Straits quoted at 81 $\frac{1}{2}$ c.; English at 29 $\frac{1}{2}$ c. @80c., and Banca, at 80c., gold; sales have been reported of 250 slabs Straits on private terms; 100 slabs do., at Boston, to New York buyers, at 81 $\frac{1}{2}$ c., gold; and 20 tons English, to arrive, at 29 $\frac{1}{2}$ c., gold. Tin Plates been quiet within the previous range; sales 500 boxes Charcoal at \$11 25, and 250 boxes do. Terne at \$10, gold; Charcoal Plates quoted here \$11 12 $\frac{1}{2}$ @\$11 50; Charcoal Terne, \$10@10 50; Coke, \$9 25@\$10; Coke Terne, \$8 75@\$9, gold, per box. Zinc very dull and nominal. Hardware has been quiet, with values quoted somewhat unsettled.

Domestic produce, has been moderately active, the main business in Breadstuffs having been in grain for shipment, and prices closing with rather more steadiness. Provisions have been stronger in price, and, toward the close, in better request. middling upland Cotton left off tamely at 20 $\frac{1}{2}$ c. per lb. The receipts at all the ports, since Sept. 1, have been 8,505,000 bales, against 2,660,678 bales same time in the preceding year; exports 2,546,500 bales against 1,910,100 bales in the previous year; stock at the ports at latest dates, 228,100 bales against 147,750 bales same date 1871.

Foreign merchandise has been rather slow of sale yet generally quoted about steady as to price. The week's imports amounted to \$4,112,009 including \$859,925 of dry goods.

Ocean freights have been decidedly more active with rates on grain and Petroleum room and tonnage closing more firmly.

At the Live Stock Markets. Beeves have been in moderate request at from 7 $\frac{1}{2}$ @18 cts. Veals at 4@9 $\frac{1}{2}$ cts.; Sheep at from 4@5 $\frac{1}{2}$ cts.; Spring Lambs, 7@11 cts.; Swine at 5 $\frac{1}{2}$ @5 $\frac{1}{2}$ cts. per lb., all live weight. The week's receipts were 8,866 Beeves, 3,939 Veal Calves, 17,789 Sheep and Lambs, and 38,018 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Canada Southern 1st mort., 90; North Missouri 1st mort., 89; Clev., Psines. and Ash. 7s, new, 95; Buffalo and Erie 7s, new, 96; Albany and Susq. 2d mort., 98 $\frac{1}{2}$; Boston, Hartford and Erie 1st mort., 82; Lake Shore and Michigan Southern 7s, consol., reg., 99 $\frac{1}{2}$; New Jersey Southern 1st mort., 78 $\frac{1}{2}$; Delaware and Hudson Canal 7s, reg., 1891, 102; Cedar Falls and Minnesota 1st mort., 78 $\frac{1}{2}$; Chicago and Milwaukee 1st mort., 93; Ohio and Mississippi consol., 91 $\frac{1}{2}$; do. consol. 8. F., 92; Lackawana and Western 7s, conv., 100; Detroit,

Monroe and Toledo 1st mort., 100; Gt. Western 1st mort., 1888, 97 $\frac{1}{2}$; Burlington, Cedar Rapids and Minnesota 1st mort., 88 $\frac{1}{2}$; Toledo, Peoria and Warsaw 7s, Burlington div., 83 $\frac{1}{2}$; Joliet and Chicago 1st mort., 101; Quincy and Toledo 1st mort., 90 $\frac{1}{2}$; Central of New Jersey 1st mort., new, 107 $\frac{1}{2}$; Western Pacific Bonds, 92 $\frac{1}{2}$; Michigan Central 7s, 98 $\frac{1}{2}$; Atlantic and Pacific pref., 21; Pacific R. R. of Mo., 40; do. 2d mort., 75; St. Louis and Iron Mt. R. R., 70; do. 1st mort., 100; Dubuque and Sioux City R. R., 54; Rensselaer and Saratoga R. R., 103; St. Louis, Kansas City and Northern pref., 42; Western Union Tel., 85 $\frac{1}{2}$; do. 7s, 98; Am. Coal, 64; Consol. Coal of Md., 55 $\frac{1}{2}$; Maryland Coal, 23; Adams Exp., 95; Am. Mer. Union Exp., 64 $\frac{1}{2}$; U. S. Exp., 70 $\frac{1}{2}$; Wells Fargo Exp., 76; Atlantic M. S. S. Co., 1; South Carolina 6s, new, Jan. and July, 15 $\frac{1}{2}$; do. Apl. and Oct. 22; N. Y. State 7s B. L., reg., 105; North Carolina 6s, Fund Act 1868, 15 $\frac{1}{2}$; do. special tax, 18.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, coupon, 100 $\frac{1}{2}$; do. reg., 102; Pittsburgh, Cincinnati and St. Louis 7s, 75 $\frac{1}{2}$; Pennsylvania and New York Canal 7s, 99; West Jersey 6s, 98 $\frac{1}{2}$; Lehigh Valley 7s, new, 104 $\frac{1}{2}$; Connecting R. R. bonds, 87 $\frac{1}{2}$; Reading C. and I. mort. bonds, 91 $\frac{1}{2}$; do., debent. bonds, 89; Schuylkill Nav. 6s, B. L., 74; Westchester and Philadelphia 7s, 102; Chesapeake and Delaware Canal 6s, 85 $\frac{1}{2}$; Huntington and Broad Top Mt. 1st mort., 104; do. consol., 61; Wilmington and Reading 7s, 99; Catawissa new pref., 82 $\frac{1}{2}$; do. 6s, 61; Camden and Atlantic R. R. 83; do. 2d mort., 94; Nesquehoning R. R. 54 $\frac{1}{2}$; Pittsburgh 6s, 72 $\frac{1}{2}$; Allegheny County 6s, 75 $\frac{1}{2}$; do. scrip, 72 $\frac{1}{2}$. The latest quotations are: City 6s, 96 $\frac{1}{2}$ @—; do. free of tax, 100 $\frac{1}{2}$ @100%; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 102 $\frac{1}{2}$ @102 $\frac{1}{2}$; do. 3d series, 105 $\frac{1}{2}$ @106; Philadelphia and Reading 55 $\frac{1}{2}$ @55 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 100 $\frac{1}{2}$ @100%; do. reg., 101 $\frac{1}{2}$ @102; do. mort. 6s, 1880, 95@96; do. 7s, new, conv., 103@103 $\frac{1}{2}$; United New Jersey R. R. and Canal Co., 121 $\frac{1}{2}$ @121 $\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, 96 $\frac{1}{2}$ @96 $\frac{1}{2}$; do. 1888, 91 $\frac{1}{2}$ @92; do. 1889, 89@90; Pennsylvania R. R., 54 $\frac{1}{2}$ @54 $\frac{1}{2}$; allotment, 54@54 $\frac{1}{2}$; do. 1st mort., 100@102; do. 2d mort., 99@100; do. General mort. coupon, 91 $\frac{1}{2}$ @92; do. reg., —@95; Little Schuy-

kill R. R., 46@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 98@95; Susquehanna Canal, 6@7; do. 6s, 74 $\frac{1}{2}$ @75; Schuylkill Nav., 6 $\frac{1}{2}$ @7; do. pref., 13@13 $\frac{1}{2}$; do. 6s, 1882, 78@74; do. 1872, 79@80; Elmira and Williamsport pref., 87 $\frac{1}{2}$ @40; do. 7s, 1878, 94 $\frac{1}{2}$ @96; 5s, do. 59@60; Lehigh Coal and Navigation 88 $\frac{1}{2}$ @88 $\frac{1}{2}$; do. 6s, 1884, 90@91; do. R. R. Loan, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do. Gold Loan, 90 $\frac{1}{2}$ @91; North Pennsylvania, 49@50; do. 6s, 100@101; do. 7s, 101@101; do. Chattle 10s, 110@111 $\frac{1}{2}$; Philadelphia and Erie, 24@25; do. 6s, 89 $\frac{1}{2}$ @90; Minehill, 51@51 $\frac{1}{2}$; Catawissa, 19@21; do. pref. 42 $\frac{1}{2}$ @43; do. new pref., 82 $\frac{1}{2}$ @82 $\frac{1}{2}$; do. 7s, 1900, 101 $\frac{1}{2}$ @102; Lehigh Valley, 60 $\frac{1}{2}$ @60 $\frac{1}{2}$; do. 6s, new coupon, 94@95; do. reg., 96 $\frac{1}{2}$ @96 $\frac{1}{2}$; do. 7s, 104@104 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 51@—; Second and Third, 58 $\frac{1}{2}$ @59; Thirteenth and Fifteenth, 21@21 $\frac{1}{2}$; Spruce and Pine, 31@32; Green and Coates 50@50; Chestnut and Walnut, 60@65; Hestonville, 18 $\frac{1}{2}$ @19; Germantown, 30@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 13 $\frac{1}{2}$; Burlington and Missouri River R. R., 99 $\frac{1}{2}$; do. 7s, L. G., 94 $\frac{1}{2}$; Eastern (N. H.) R. R., 98 $\frac{1}{2}$; Connecticut and Passumpsic Rivers R. R., pref., 89 $\frac{1}{2}$; Boston and Lowell R. R. new, 107; Portsmouth, Gt. Falls and Conway R. R., 92; Rutland pref., 55 $\frac{1}{2}$; do. scrip, No. 1, 99; do. No. 2, 96; do. No. 3, 93; Norwich and Worcester R. R., 126 $\frac{1}{2}$; Old Colony 7s, 1877, 100 $\frac{1}{2}$; Michigan Central 8s, 1890, 104 $\frac{1}{2}$; Jackson, Lansing and Saginaw 8s, 1885, guar., 99; Ogdensburg and Lake Champlain Equip. 8s, 96; Fitchburg and Worcester 7s, 1889, 91; Boston, Clinton and Fitchburg 7s, 1889, 90 $\frac{1}{2}$; Atchison, Topeka and Santa Fe 1st mort., 72 $\frac{1}{2}$; do. L. G., 7s, 72 $\frac{1}{2}$; Chicago, Burlington and Quincy 7s, 95 $\frac{1}{2}$; Western R. R., 6s, 1875, 97 $\frac{1}{2}$; Boston and Albany 7s, 1892, 104 $\frac{1}{2}$; Eastern R. R. 7s, 1882, 101; Cary Imp., 9 $\frac{1}{2}$; Maine 6s, 1889, 99 $\frac{1}{2}$; New Hampshire 6s, 1874, 98 $\frac{1}{2}$; Massachusetts 6s, 1876, gold, 111 $\frac{1}{2}$; do. 5s, 1883, 97; St. Louis 6s, 1877, 88 $\frac{1}{2}$; do. 1887, W. L., gold, 97 $\frac{1}{2}$; Boston 6s, 1880@1888, currency, reg., 98 $\frac{1}{2}$; do. 1876, 97 $\frac{1}{2}$; do. 5s, 1883, gold, reg., 95 $\frac{1}{2}$; Chicago 7s, 1888, 99 $\frac{1}{2}$; do. 1895, 99 $\frac{1}{2}$; do. 1892, 99 $\frac{1}{2}$; Rock Island (Ills.) 8s, 1887, 102; St. Johnsbury (Vt.) 6s, 1889, 86 $\frac{1}{2}$; Greensboro (Vt.) 6s, 1889, 86; Roxbury 6s, 1873, 99 $\frac{1}{2}$; Lowell 6s, 1890, 95; Allonez Mining Co., 17 $\frac{1}{2}$; Calumet and Hecla, 156 $\frac{1}{2}$; Dana, 1 $\frac{1}{2}$; Pontiac, 1 $\frac{1}{2}$; South Side, 25c.; Washington, 1 $\frac{1}{2}$.

Baltimore.—Central Ohio R. R., 40 $\frac{1}{2}$; do. 1st mort., 89 $\frac{1}{2}$; Orange, Alex. and Manasses 7s, 79 $\frac{1}{2}$; Northern Central 6s, 190c, gold, 90 $\frac{1}{2}$; Orange, and Alexandria 4th mort., 81; do. 2d mort., 86; Virginia consols, coupons, 74 $\frac{1}{2}$; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@78 $\frac{1}{2}$; Pittsburg and Connellsille 7s, 1898, 98 $\frac{1}{2}$ @94; Baltimore and Ohio, 174 $\frac{1}{2}$ @175; do. 6s, 1875, 96 $\frac{1}{2}$ @—; do. 1880, 94 $\frac{1}{2}$ @—; do. 1885, 97@97; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90@91; do. 1900, 85 $\frac{1}{2}$ @86; do. 6s, 1900 gold, 90 $\frac{1}{2}$ @90 $\frac{1}{2}$; N. W. Va. 1st mort., —@92 $\frac{1}{2}$; do. 2d mort., —@—; do. 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101 $\frac{1}{2}$; do. 2d mort., 7s, 90 $\frac{1}{2}$ @91 $\frac{1}{2}$; do. 3d mort., 8s, 80 $\frac{1}{2}$ @81 $\frac{1}{2}$; Central Ohio, 40 $\frac{1}{2}$ @40 $\frac{1}{2}$;

do. pref. 40@41; do. 1st mort., 88@90; Western Md. 1st mort. 6s, 1890, 81½@90; do. 1st mort. guar., 95@97½; do. 2d mort. guar., 95@—; do. 3d mort. guar., 95@97; do. 2d mort. pref., 75@80; do. 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75½; Orange and Alexandria 1st mort. 6s, 94@96; do. 2d mort. 6s, 86@87; do. 3d mort. 8s, 89½@90½; do. 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79½@79½; Virginia and Tennessee 1st mort. 6s, 95@—; do. 6s, 2d mort., 75@—; do. 8s, 3d mort., 87@89; Baltimore 6s, 1875, 99@99½; do. 1884, 98½@—; do. 1886, 98@—; do. 1890, 98½@98½; do. 1893, 99½@100; do. 1898, exempt, 108@—; do. 1900, exempt, 98½@98½; do. 1900, new, 99@99½; do. 1902, 98@98; Memphis City 6s, 58½@56; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 88@—; do. coupon old, 89@39½; do. consol. 6s, 52½@58; do. reg. 51@51½; do. coupons, 75½@76; West Virginia, 10@10½; City Passenger R. R., 18@19; George's Creek Coal, 117@—.

BANKING HOUSE OF FISK & HATCH,

No. 5 NASSAU-ST.,
NEW YORK, July 7, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

IT IS COMPLETED AND DOING A LARGE, PROFITABLE, AND RAPIDLY INCREASING BUSINESS.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the SUBSTANTIAL AND ENDURING CHARACTER OF THE ROAD ITSELF, ITS ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

\$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Railroad of New Jersey.
OFFICE CENTRAL R. R. CO., OF NEW JERSEY.
July 1st, 1873.

To the Stockholders:

A comparison of the receipts, expenses and net earnings of the six months ending June 30th, with the corresponding six months of the previous year, gives the following results (the receipts and expenses for June being partly estimated):

1873.	1872.	Increase.
Receipts \$4,135,011 96	\$3,455,956 58	\$679,055 38
Expenses 2,116,478 00	2,062,426 87	54,051 13

Net Earnings... \$2,018,533 96 \$1,393,529 71 \$625,004 25

The above shows the net result of the business for the present year to the 1st instant to be \$625,004 25 better than the previous year, which would have fully justified a dividend of five per cent. had not the dividends paid in 1873 exhausted the surplus of earnings. To restore these, the dividend has been limited to four per cent.

JOHN TAYLOR JOHNSTON, President.

The The earnings of the Union Pacific Railroad for May, 1873, were \$1,007,831 27, the expenses (including \$100,970 for taxes) \$490,322 23, and the net earnings \$517,509 04. In May, 1872, the earnings were \$890,442 07, the expenses, \$470,715 11, and the net earnings \$419,726 96—showing an increase in earnings of \$117,389 20, with an increase in expenses of \$19,607 12, making the increase in net earnings \$97,782 08. From January 1 to May 31, 1873, the earnings were \$3,613,112 59, the expenses \$1,935,796 79, and the net earnings \$1,677,315 80—showing an increase in gross earnings compared with 1872 of \$606,955 86, and an increase in net earnings of \$666,635 89.

The The Central Pacific Railroad Company have elected Leland Sandford, C. P. Huntington, Mark Hopkins, E. H. Miller, R. Robinson, C. H. Cummings, and William E. Brown directors for the ensuing year.

The The earnings of the Ohio and Mississippi Railroad in June, 1873, were \$282,802 06, against \$262,326 80 in June, 1872—an increase of \$19,975 26.

TWO MILLION OF BONDS.

NATIONAL CITY BANK.
NEW YORK, June 20, 1873.

The undersigned, commissioners, offer for sale Two Millions of the Joint First mortgage Bonds of "The Central Railroad and Banking Company," "The Macon and Western," and the "South western" railroad companies of Georgia, bearing seven per cent. interest, coupons payable 1st January and July, and the bonds falling due the 1st of January, 1898, principal and interest payable at this bank.

These bonds are secured by a first lien on the combined properties of the above named roads, consisting of 707 miles of track, full equipments of rolling stock and appurtenances, together with valuable assets of real estate, stocks and bonds, amounting in the aggregate to at least \$16,000,000.

The Central Railroad Company has paid annual cash dividends of not less than ten per cent. for more than twenty years, and occasionally extra dividends. Since the war alone, annual dividends of ten per cent. and over have been paid, amounting to sixty-two per cent. on the capital stock.

The Macon and Western, and the South-western Railroad Companies have paid regular annual dividends of eight to ten per cent. for about the same period of time.

The \$2,000,000 are a part of a total of \$5,000,000 authorized by the Legislature of the State of Georgia, and secured as stated by a joint 1st mortgage on the entire property of the three companies. They are now offered with a view to complete the connections of the road by land and sea, to meet at their maturity in 1875 the \$1,000,000 of 1st mortgage bonds issued for rebuilding a large portion of the Central Railroad, broken up by the operations of war, and to pay all bonds of the South-western and Macon and Western Roads (not secured by mortgage or other lien) maturing in 1875 and 1876.

The whole mortgage amounts to about \$7,000 per mile of road, but no contingency is now anticipated which will ever require the whole amount of the \$5,000,000 to be marketed.

For further and full information we refer to pamphlets to be had at the office of the Farmers' Loan and Trust Company, who are trustees for the bondholders under the mortgage, and at the National City Bank, New York.

The undersigned will receive sealed proposals directed to them, care of the National City Bank, New York, until the 16th day of July next, reserving to themselves the right to accept or reject any and all bids. Proposals must be for a price "flat"—i. e. accrued interest to go with the bond.

JAMES F. BOZEMAN,
J. F. GILMER,
W. B. JOHNSTON, Commissioners.

The The Westchester and Philadelphia Railroad Company have declared a dividend of 4 per cent on preferred and consolidated preferred stock, payable on the 15th instant.

The The estimated earnings of the Kansas Pacific Railway for the week ending June 22, are: freight, \$88,887 21; passengers, \$81,775 76—total, \$170,662 97.

The The Directors of the Canada Pacific Railway have accepted the terms proposed by Sir Hugh Allen for the construction of the road.

Journal of Railroad Law.

RAILROAD COMPANIES AS COMMON CARRIERS AND AS FORWARDERS—WHEN A THROUGH CONTRACT IS IMPLIED.

The late case of Babcock vs. The Lake Shore and Michigan Southern Railway Company, (49 N. Y., 491), was an action to recover the value of a quantity of petroleum oil destroyed by fire while in the possession of the defendant as common carrier. An appeal was taken to this Court from a judgment of the General Term affirming a judgment for the defendant by the lower court without a jury.

The following is the able opinion of the court delivered by—

ALLEN, J.—To exempt the defendant, the successor in liability to the Buffalo and Erie Railroad Company, from the common law responsibility of common carriers, extending to all losses except those resulting from the act of God or the public enemies, it must appear that the oil of the plaintiff was, at the time of its destruction, in the possession of the Buffalo and Erie Railroad Company, for transportation under a special contract, restricting the liability of the carrier, made by and with the plaintiff, or some one authorized to act in his behalf. The contract with the Atlantic and Great Western Railway Company was special to its terms, and by it the liabilities of the carrier were greatly restricted, and a loss by fire was excepted from the risks of the carrier, and if that was a through contract, that is, a contract for the carriage of the property to and a delivery of it at Albany, its ultimate destination, each carrier in the course of its transit, including the Buffalo and Erie Railroad Company, was entitled to the benefit of the exemptions from liability secured by it. It would be regarded as made for the benefit for all who should undertake the carriage of the goods upon the terms and conditions prescribed by it.

If it was not a through contract, then the Buffalo and Erie Railroad Company received the goods as common carriers, and are liable as such for all losses not within the recognized exceptions, that is, except those which were inevitable or occasioned by public enemies.

If the first carrier, the Atlantic and Great Western Railroad Company, only undertook for the carriage of the oil to Corry for an agreed compensation, and the delivery at that place to another carrier, there was no authority resulting from the relation, or the contract between that company and the plaintiff, to enter into a special contract in behalf of the plaintiff, with the next carrier at Corry, to limit and restrict the liability of such carrier in any respect. There was no agency created; the whole duty of the Atlantic and Great Western Railway Company was that of carrier, and terminated with the delivery of the goods to the next carrier, and the common law liability of the carrier receiving the goods attached at once and by necessary implication upon their receipt.

The goods were received by the Atlantic and Great Western Railway Company at Oil City, in Pennsylvania, addressed to J. W. O. & Co., Albany, New York, and, had they been received without a special contract, a contract would not have been implied on the part of the railway company to carry the goods or provide for their carriage beyond the terminus of its road. Its

whole duty would have been performed by transporting them to the extent of its own route, and delivering them to the next connecting carrier, that is, the railway company would have been liable as a carrier over its own road and as a forwarder from the terminus of its line. This is the recognized rule in this and other States, although it is otherwise in England. But the goods were received by the Atlantic and Great Western Railway Company under a special contract, and upon the interpretation of that contract, and the effect to be given to it the decision of this case hinges. In the agreement the goods were described as "56 bbls. R. Oil, Car 1, 848," and in margin "mark, J. W. O. & Co., J. W. Osborne & Co., Albany, N. Y." The mark or direction of the property was given to identify and distinguish it from other property of the same character, and was not inserted as a part of the agreement, and from it a contract to carry it to Albany would not be implied. The agreement was by "this (The A. & G. W. R.) company and connecting roads," to deliver the property at Corry station, which was the terminus of the roads of that company, upon payment of freight and charges thereon. The freight was specified at \$25 00 per car. This was the freight to Corry, and no rate was agreed upon or specified for transportation beyond that place. By the agreement the plaintiff "in consideration of the reduced rate given and specified above for the transportation of petroleum," assumed certain risks, including that by which the property was destroyed, "while in transit, or the depots or station of any of the companies whose lines of road it be transported upon or over."

The plaintiff did "in consideration of having the petroleum transported at such reduced rates," release the A. & G. W. R. Co. and all other companies over whose lines of road it may pass, from all claims for loss or damage by fire, etc.

The agreement was made by filling up a printed form adapted to a contract for the transportation of goods beyond the route of the contracting carrier, and over the lines of other and connecting roads to distant places. The parties merely inserting in writing the date and place of shipment, the name of the owner, the description of the property, the freight, and the place of delivery (Corry Station). The commencement and termination of the responsibility of the carrier (the A. & G. W. R. Co.) were expressed clearly and distinctly in the written part of the contract.

The goods were not lost or destroyed between the place of their receipt and Corry, not until after they had left Corry in charge of other carriers and had come into the possession of the Buffalo and Erie Railway Company, in the course of their transit to Albany. The contract was for the carriage of the oil to Corry, and only so much of the printed matter of the blank form used as is consistent with and appropriate to that contract is of any effect. The intent of the contracting parties is to be gathered from the entire instrument, the written part controlling where that and the printed are in conflict, and the latter to be rejected when incompatible with or inappropriate to the intent of the parties, as clearly indicated by the written portion. The printed form is very general, and contains provisions adapted to contracts differing essentially from this, some of which are not adapted to a contract for the carriage of

goods wholly within the limits of the contracting carrier's line of road, and such parts as are inapplicable must be rejected as surplusage, and the written portion of the agreement prevail. The limitation of the carrier's liability by the contract is necessarily confined to the service contracted for, and the carriers who were parties to it. Carriers who are not named in a contract for the carriage of goods, and who are not formal parties to it, may, under certain circumstances, have the benefit of it. Such is the case when a contract is made by one of several carriers upon connecting lines or routes for the carriage of property over the several routes for an agreed price by authority, express or implied, of all the carriers. So, too, in the absence of any authority in advance, or any usage from which an authority might be inferred, a contract by one carrier for the transportation of goods over his own and connecting lines, adopted and acted upon by the other carriers would enure to the benefit of all thus ratifying it, and performing service under it. But in such and the like cases the contract has respect to and provides for the services of the carriers upon the connecting routes.

There was no agreement here for the carriage of oil beyond Corry, no note of freight agreed upon to any other point, and the carrier was entitled to receive the freight earned, \$25 00 per car, on delivery of the oil at that place. There was no consideration for an agreement by the plaintiff to relieve the carriers who should thereafter receive the property for transportation from the common law liabilities, and no such agreement was made. It is claimed that the finding of the judges by whom the cause was tried, that the Buffalo and Erie Railroad Company received the property "under and in pursuance of said agreement, upon its said railroad from Brocton to Buffalo," is conclusive as a finding of facts, and entitled the defendant absolutely to the benefit of the stipulations of that contract. The answer is that the transportation from Brocton to Buffalo is not within the limits of the contract, and it was simply impossible that goods could be carried between those places in pursuance of a contract expressly providing for an entirely different transportation, or a transportation between two other places on a different route. While \$25 00 per car freight might have been a reasonable or a reduced rate for transportation from Oil City to Corry, it may have been an entirely inadequate or an exorbitant rate for transporting the same property from Corry to Brocton, Brocton to Buffalo, or Buffalo to Albany. It is certainly improbable that the same freight was to be the compensation to each of the railroad companies by whom the oil should be carried in its transit to Albany.

The contract was not intended as a through contract. The plaintiff has no claim under it either against the Atlantic and Great Western Railway Company, or any of the connecting roads for the carriage of the goods beyond Corry, and it necessarily follows that its stipulations did not extend to or affect the carriage beyond that place.

The Camden and Amboy R. and T. Co. were held liable as common carriers under a contract somewhat like this, made with the Pennsylvania Railroad Company, under which the goods were transported by the latter company to Philadel-

phia and there delivered to the former company. Bristol and Exeter Railway Company *vs.* Cummings (5 H. and N., 969), merely held, carrying out the doctrine of Muschamp *vs.* The Lancaster and Preston Junction Railway Company (8 M and W., 421), which has not been followed in this State, that the contract of carriage in that case was a through contract made by the Great Western Railway Company for the carriage of the goods to their ultimate destination, and that the contracting carrier was solely liable for the loss of the goods in transit, although they were lost while in course of transportation by the defendant who received them from the first carrier at the terminus of its road for transportation to the place to which they were directed. This case would not be followed with us, but each carrier would be held responsible for a loss or damage to the goods while in his custody, and the only question would be as to the extent of his liability, and whether he was entitled to the benefit of any stipulations in the contract made with the first carrier. The defendant, upon the case made and facts found by the judge at the trial, was subject to all the common-law liabilities of carriers, and the stipulations of the contract with the Atlantic and G. W. R. Co. did not extend to the transportation of the goods by the defendant. It is not necessary to consider at this time the liability of the parties, in case it should appear that the oil was being carried at a reduced rate of freight.

The judgment must be reversed and a new trial granted.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD Co.,
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or ex-ship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSIHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger, price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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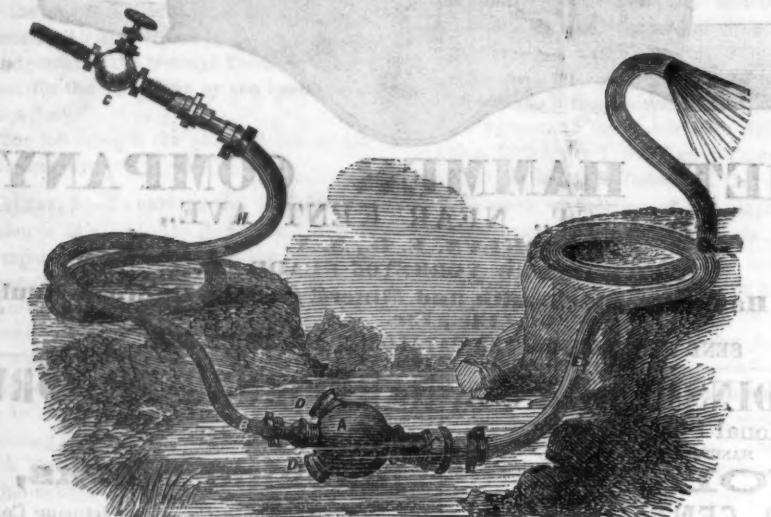
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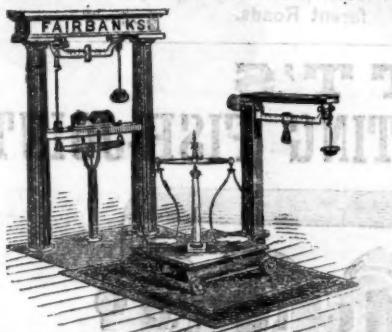
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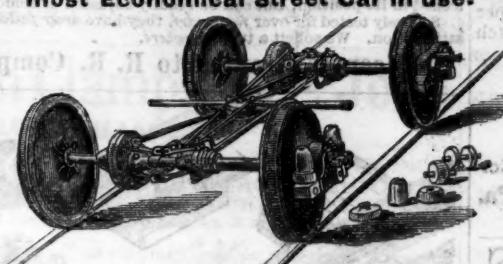
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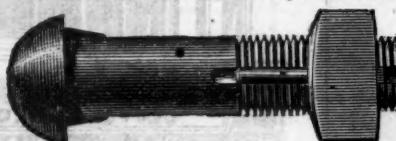
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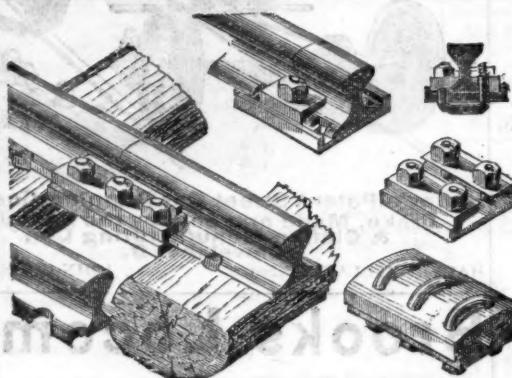
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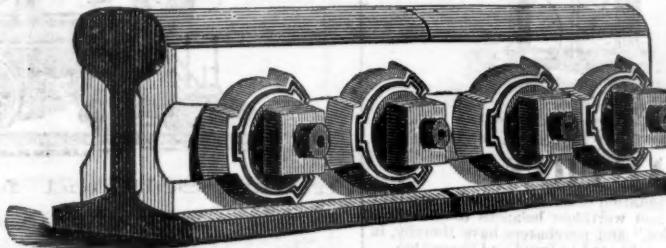
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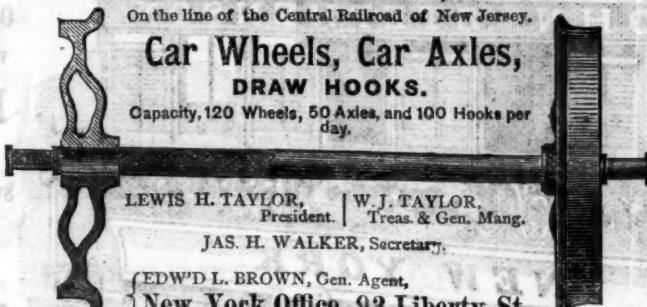
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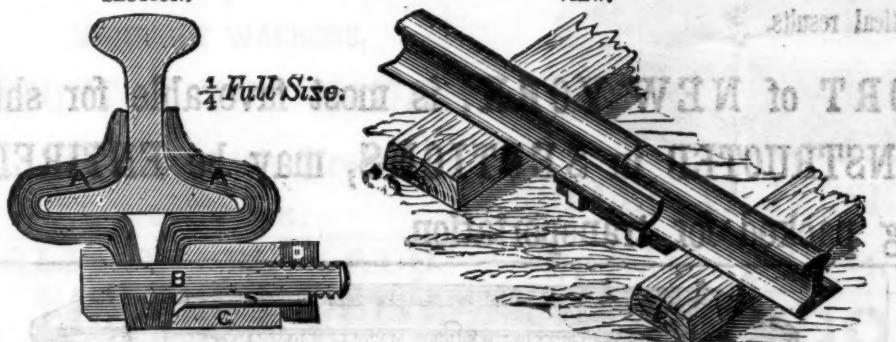
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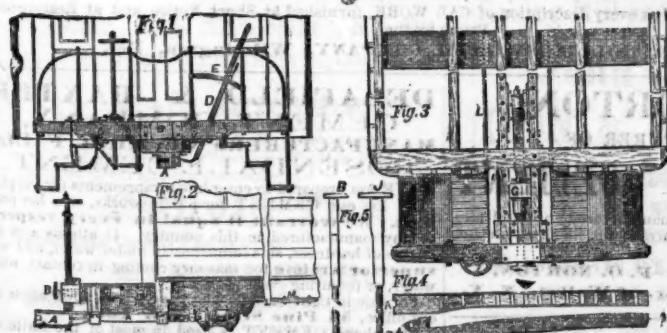
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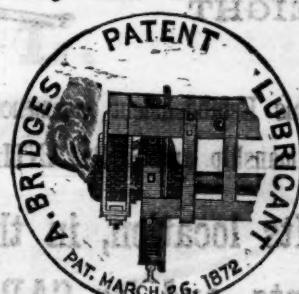
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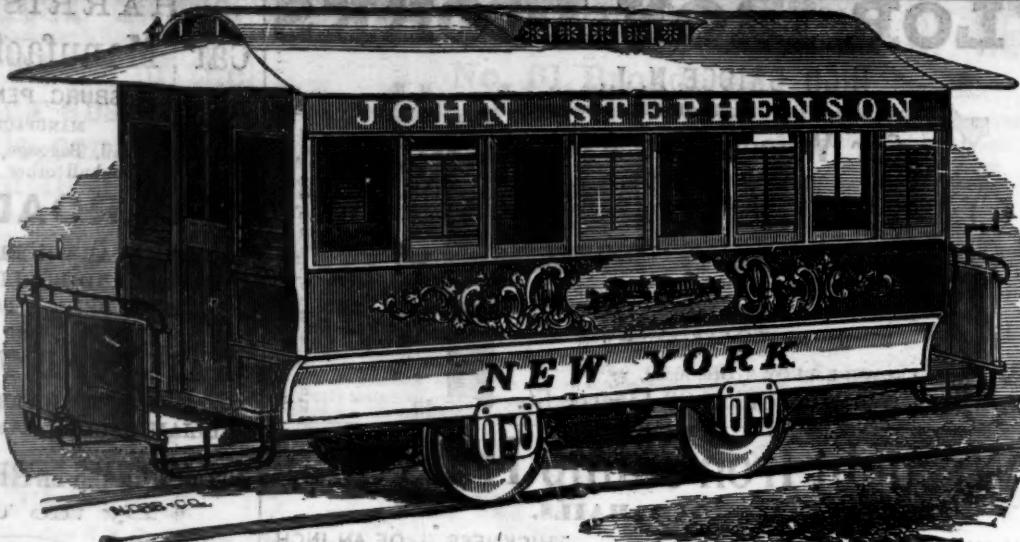
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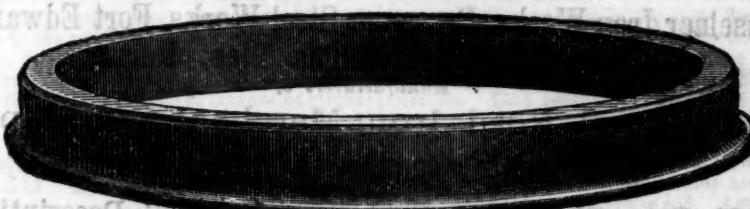
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